



HISTORICAL RECORDS

Dated July 10, 1956 to December 4, 1957

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 11

SEAMAN S. MILLS  
General Services Supervisor

Date Filmed 7 Sept 1977

By Luan Knospe

Lens Reduction 25X

on a Bell and Howell  
Planetary Camera

**FRONT**

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

1

July 10-13, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m. on Tuesday, July 10, 1956.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board

Condemnation Orders. The Board signed the following Condemnation Orders:

(1) The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of a section of U. S. Highway 95 between Hazard Creek and Warm Lake, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which, said land should be condemned as follows:

Parcel No. 4, Walter Overlander and Gladys E. Overlander, husband and wife, across a portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 2, Township 21 North, Range 1 East, Boise Meridian.

That the Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

(2) The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the construction of a section of US 30 North, on 4th Avenue, Extension South in Pocatello, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

Parcel No. 1 $\frac{1}{2}$ , Burt E. Purkey and L. Earl Purkey. The land lies in a portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 36, Township 6 South, Range 34 East, Boise Meridian.

That the Legal Department shall file a condemnation suit in the proper Court against the owners of said property, to determine the value thereof.

July 10, 1956

Standard Approach Policies Approved. The Board approved and adopted a manual of standard approach policies governing the construction of approaches to State highways.

Bids. The Board concurred in the State Engineer's awarding on July 5, 1956, of Federal Aid Primary and State financed Project F-4114(4) Lewiston Dam East, consisting of constructing the roadway, drainage structures on 4.450 miles and a bituminous surface treatment on 5.202 miles on Highway U. S. 95 in Nez Perce County in the amount of \$627,306.55, to Duffy Reed Construction Company, Twin Falls, Idaho. The Engineer's Estimate being \$559,108.50.

Expense Vouchers. Expense Vouchers for the month of June were approved as follows: D. P. Jones, \$45.34 and R. C. Rich, \$87.15.

THEREUPON, the Board adjourned at 5:00 p.m. until Wednesday, July 11, 1956.

WEDNESDAY, JULY 11, 1956

The Board reconvened at 8:00 a.m., Wednesday, July 11, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Minutes. The minutes of the meeting held June 25-29, 1956, were read and approved.

Bids. The Board reviewed the results of the Bid Openings held July 10, 1956, and concurred with the State Engineer in awarding bids as follows:

FI-1031(4) & ST-1705(502) - Consisting of seal coating 17.297 miles on U. S. Highway 191, Utah Line - 4 Miles North of Malad and 0.299 mile of the Malad Connection in Oneida County - Federal Aid and State financed. Contract was awarded to Western Construction Company of Pocatello, Idaho, the low bidder, on July 10, 1956 in the amount of \$46,079.50, the Engineer's Estimate being \$48,469.40.

State financed Project ST-4113(503) - Consisting of constructing an oil stabilization base and a Type "C" Surface Treatment on 7.382 miles of U. S. Highway 95, Fenn East and West, in Idaho County. Contract was awarded to J. F. Konen Construction Company, Lewiston, Idaho, on July 10, 1956, in the amount of \$120,588.70, the Engineer's Estimate being \$127,781.70.

The Board concurred in the Engineer's awarding Federal Aid Secondary and County Financed Project No. S-6704(1), only upon the concurrence of the Bonneville County Commissioners and the U.S. Bureau of Public Roads, consisting of constructing a

July 11, 1956



crushed gravel surface, a bituminous surface treatment and a 70 foot concrete bridge, on 5.515 miles of the Odd Fellows Home Road, in Bonneville County, to Western Construction Company, Pocatello, Idaho, on July 10, 1956, in the amount of \$57,299.20, the Engineer's Estimate being \$53,622.30.

Reclassification of Employees in Group No. III. Upon the recommendation of State Engineer, E. V. Miller and his staff, the Board concurred in the matter of the additional classification of Project Chiefs to provide for a classification of Project Chief, Class II, in Group IV, because of the following:

1. Employees classified as project chiefs are in charge of construction projects that are comparable to projects that resident engineers, Group IV, are in charge of.

2. Project chiefs with many years of Highway Service are leaving our employ for the more remunerative positions with private employers.

3. Surrounding State Highway Departments allow their unlicensed engineers to progress and be advanced into Group IV positions; whereas, we do not.

4. There are engineer-in-trainees, ("EIT's"), that are receiving the same salary as our project chiefs with many years of Highway experience. This is one of the reasons for their leaving our employ.

5. The Idaho Board of Highway Directors has authorized the establishment of Maintenance Superintendent, Class 2, in Group IV, and this position compares in work load and responsibility with our project chief classification.

Enforcing of Entrance - Wolfe Property. The Board recommended positive action in the way of guard rails or other means of enforcing the farm entrance court order granted the Wolfe property on Highway at Glenns Ferry, which entrance is now being illegally used for motel entrance.

Surplus Property. Project F-4114(2) - Upon the recommendations of District Engineer, R. M. Parsons, State Engineer, E. V. Miller, and Maintenance Engineer, N. L. McCrea, the following real property was declared surplus and to be sold according to statute, as it is no longer required for Highway purposes, to-wit: that portion of Lot 8 of Block 2, Stranahan First Addition to Lewiston lying south of our 110 foot right of way in Lewiston, Nez Perce County.

THEREUPON, the Board adjourned at 5:00 p.m. until Thursday, July 12, 1956.

July 11, 1956

THURSDAY, July 12, 1956

The Board reconvened at 8:00 a.m., Thursday, July 12, 1956.

Condemnation Order. The Board approved the following Condemnation Order:

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of a section of U. S. Highway 95 between Hazard Creek and Warm Lake, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

Parcel N . 5, Ed Albertson, also known as Ed. L. Albertson and Doris M Albertson, his wife, in a portion of the E $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 2, Township 21 North, Range 1 East, Boise Meridian.

That the Legal Department shall file a condemnation suit in the proper Court against the owners of said property, to determine the value thereof.

U.S. 30 North - Wyoming. Resolution was adopted requesting that the Bureau of Public Roads instigate proceedings necessary to and culminating in the placing of U. S. Highway 30 N between Granger Junction and Pocatello, Idaho, on the National System of Interstate Highways, said designation of this section of U. S. Highway 30 N as an Interstate Highway is considered to be necessary to serve the best interests of our nation's people both military and civilian, and further, that a copy of the resolution be sent to Senator Henry Dworshak, Senator Herman Welker, and Representative Hamer Budge in order that their competent assistance might be enlisted.

Retirement Date - Tom Harmer. Upon the request and recommendation of District Engineer, R. M. Parsons, Assistant State Engineer, Bryce Bennett, and Chief Accountant, Marion Whaley, the retirement date of Tom Harmer, District Clerk, Lewiston, was extended until June 30, 1957.

Belmont Highway District. The Board denied a request from the Belmont Highway District that the Department take over and maintain that section of Highway District road to Bayview beyond the Eastern termini of State Highway 54.

Salaries and Wages.- Payment of Overtime. The Board recommended the following policies relating to the payment formula for overtime, subject to concurrence of the Board of Examiners:

July 12, 1956

The calculation of overtime for State Highway employees shall be based upon an hourly rate figured by dividing the total working hours in each year into the individual calculated employee's yearly rate. These policies were recommended by State Highway Engineer, E. V. Miller, Assistant State Highway Engineer, Bryce Bennett, and Maintenance Engineer, N. L. McCrea.

THEREUPON, the Board adjourned at 5:00 p.m. until Friday, July 13, 1956.

FRIDAY, July 13, 1956

The Board reconvened at 8:00 a.m., Friday, July 13, 1956.

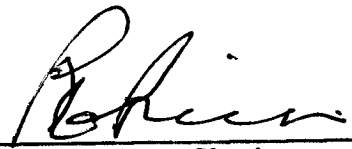
H. L. Duffin's Request. Mr. H. L. Duffin's request to farm within 50 feet of the center-line of U. S. Highway 30 N, east of Rupert was granted. This was granted after State Maintenance Engineer N. L. McCrea determined that this would not create an adverse highway safety factor.

Salaries and Wages - Budget Revision. To meet additional personnel demands anticipated under the new Federal Highway legislation passed on July 29, 1956, the Board presented their recommendation verbally to Governor Smylie on July 12, which is summarized in Mr. Rich's letter to the Governor, dated July 13, 1956, a copy of which is in the Board File.

As a result of the Board's conference with the Governor, the Department was directed to make a formal submission of the Board's recommendations regarding salaries and wages revisions to the Budget Director, no later than noon, July 16, which should also contain revised salaries and wages budget for the remaining portion of this biennium.

The Board discussed the preparation of the Department's Budget for the next biennium, and agreed to request from the Budget Director the granting of additional time in preparation of this budget, and further indicated a desire to meet with the Budget Director to discuss the form and other features of the requested budget.

THEREUPON, the Board adjourned at 12:00 a.m. to reconvene at their next regular meeting August 13, 1956, through August 15, 1956.

  
 R. C. RICH, Chairman  
 Board of Highway Directors

Done at Boise, Idaho  
 August 11th, 1956

July 13, 1956

## MINUTES OF SPECIAL MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

July 25-26, 1956

The Board convened at 9:00 a.m. on Wednesday, July 25, 1956 by special meeting, at 603 Main Street, Boise, Idaho.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, Assistant State Highway Engineer  
Wayne Summers, Secretary of the Board

Mr. Bennett served in the absence of Earle V. Miller, State Highway Engineer.

Bids. The Board reviewed the results of bid openings held July 24, 1956, and concurred in the action of the Assistant State Highway Engineer in the awarding on July 25, 1956 of the following bids:

Project No. F-2441(5) and STOCKPILE No. 151, consisting of re-constructing the roadway and a bituminous surface treatment on 13.541 miles of State Highway No. 25 between Eden Corner and Greenwood School and Maintenance Stockpiles East of Hazelton and West of Eden, in Jerome County - Federal Aid Primary and State Financed. Contract was awarded to low bidder, Twin Falls Construction Company, Twin Falls, Idaho, in the amount of \$622,110.60, the Engineer's Estimate being \$590,362.60.

Project No. F-2023(8) and STOCKPILE No. 167 - Consisting of re-surfacing and placing a roadmix bituminous surface on 7.165 miles of U. S. Highway 30 from Elmore County line - Bliss and furnishing crushed gravel in stockpiles in Gooding County - Federal Aid Primary and State financed. Contract was awarded to low bidder, Twin Falls Construction Company, Twin Falls, Idaho, in the amount of \$151,965.40, the Engineer's Estimate being \$152,774.00.

Project No. S-3894(1) - Subject to the concurrence of the Adams County Commissioners and the Bureau of Public Roads, the Board concurred in the action of the Assistant State Highway Engineer in the awarding of Project S-3894(1), Federal Aid Secondary and County financed, consisting of constructing a 120 foot concrete bridge over the Weiser River and grading and draining the approaches on 0.246 mile of the Hornet Creek Road in Adams County, to the low bidder, Colonial Construction Company, Spokane Washington, in the amount of \$45,718.00, the Engineer's Estimate being \$44,161.00.

July 25, 1956

7

Personnel and Fiscal Matters. In the afternoon, the Board and G. Bryce Bennett, Assistant State Highway Engineer, met with Governor Smylie regarding Departmental personnel and fiscal matters.

Expense Vouchers. The Board approved Expense Vouchers as follows: L. K. Floan, for the month of June, \$75.75; R. C. Rich, for the month of July, \$60.40.

THEREUPON, the Board adjourned at 5:00 p.m. until Thursday, July 26, 1956.

THURSDAY, July 26, 1956

The Board reconvened at 8:00 a.m., Thursday, July 26, with all members of the Board, the Assistant State Highway Engineer and the Secretary present.

Washington County Delegation. The Board heard the Washington County Commissioners regarding the placing of the Brownlee-Cambridge County Secondary road on the State Highway System, with the request that construction and improvements be brought up to a 24 to 26 foot modern road surface. They were told that should the County be in a position to submit \$270,000 as a matching fund with which to match State and Federal Aid, the Board would look favorably upon letting a contract in 1957. Upon completion of the work on the State Highway System, it will connect with Oregon State Highway 86 at the Brownlee Interstate Bridge. Washington County Commissioners indicated they would attempt to procure the \$270,000 matching money and apprise the Board as to the results of their efforts at its August 10th meeting. X

Out of State Travel. Four days out-of-state travel was authorized for Ted Downing and Ellis Mathes to spend with the California Highway Department while enroute on military training leave, for the purpose of further evaluating the use of electronic computers.

Frank Leonard was authorized to cover the regional Electronic Computers Seminar at Portland, Oregon, being held for the benefit of the Northwestern States Departments of Highways.

Planning Officer, Ed Equals, was authorized out-of-state travel to attend the Western States Planning Conference August 2nd and 3rd at Cheyenne, Wyoming.

Engineering Service Agreements. Upon the request of Assistant State Highway Engineer, G. Bryce Bennett, Legal Counsel Allan G. Shepard rules as follows regarding engaging engineering services outside of the Department.

July 26, 1956

"It is my opinion therefore that this Department may let contracts for professional engineering services for the design of and production of plans for state highway projects without calling for competitive bids thereon."

Mr. Shepard's detailed opinion is on file in the Secretary's office.

THEREUPON, the Board adjourned until its regularly called August meeting at 8:00 a.m., August 8 through 10, 1956.



---

R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
August 11th, 1956

July 26, 1956

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

August 8-11, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., on Wednesday, August 8, 1956.

## Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board reviewed the results of bid openings held July 17th, 31st, and August 7th, and concurred in the action of the State Highway Engineer as follows:

ST-2810(501) and Stockpiles 125, 168 and 169, consisting of re-constructing the surface on 4.4 miles and a roadmix bituminous surface on 7.9 miles of S.H. 23, Bellevue-Gannett, and furnishing crushed gravel in stockpiles adjacent to U.S. Highway 93 and S.H. 23, in Blaine County - State financed. Contract was awarded to Nelson & Deppe, Boise, Idaho, the low bidder, in the amount of \$94,819.00 on July 18th, the Engineer's Estimate being \$115,819.50.

ST-M-3022(508) & ST-M-3804(501) - Consisting of shaping the shoulders and seal coating on 3.617 miles of U.S. Highway 30, Medbury Hill West, and seal coating on 9.022 miles of S.H. 67, Mountain Home Air Base, in Elmore County - State financed. Contract was awarded to the low bidder, Winn & Company, Inc., Buhl, Idaho, on July 18th in the amount of \$19,698.05, the Engineer's Estimate being \$21,391.40.

STOCKPILES 137 and 172 - Consisting of furnishing crushed rock and cover coat material in stockpiles near Grangeville and Kooskia, in Idaho County - State financed. Contract was awarded to low bidder, F. H. DeAtley & Company, Lewiston, Idaho, on July 18, in the amount of \$73,700.00, the Engineer's Estimate being \$78,000.00.

S-4790(1) - Consisting of reconditioning the existing roadway, constructing the base and a bituminous surface treatment on 4.708 miles of the Thorn Creek-Uniontown Road from the Washington State Line to U.S. 95 in Latah County - Federal Aid Secondary and County financed. Contract was awarded, subject to the concurrence of the County Commissioners of Latah County, to the low bidder, J. F. Konen Construction Company, Lewiston, Idaho in the amount of \$91,462.90, the Engineer's Estimate being \$90,077.90.

August 8, 1956

S-1778(3) - Consisting of constructing the roadway, a bituminous surface treatment and a 26.6 foot concrete bridge on 6.931 miles of State Highway No. 34 from Thatcher to Niter, in Franklin and Caribou Counties - Federal Aid Secondary and State financed. Contract was awarded, subject to concurrence of the Bureau of Public Roads, to the low bidder, Marion J. Hess, Malad City, Idaho, in the amount of \$673,246.50, the Engineer's Estimate being \$715,555.00.

F-1481(5) and S-1778(4) - Consisting of seal coating 11.209 miles of U.S. Highway 30 N Soda Springs East and 5.854 miles of S.H. 34, Niter-Grace in Caribou and Bear Lake Counties - Federal Aid Primary, Secondary and State financed. The Board concurred in the action of the State Highway Engineer in the rejection of this bid because it exceeded by 10 per cent the Engineer's Estimate of \$36,180.00; project to be revised and re-advertised.

S-6710(1) - Consisting of reconditioning the existing roadbed, constructing the surface and a roadmix bituminous surface on 3.505 miles of the Ammon-Ozone Road, Ammon East, in Bonneville County. The Board concurred in the rejection of this bid since it exceeded by 10 per cent the Engineer's Estimate of \$57,459.50. (Federal Aid Secondary and County financed.)

S-6822(1) - Consisting of constructing a 105' concrete bridge over the Teton River, on the Cache-Richvale Road, in Teton County - Federal Aid Secondary and County financed. The Board concurred in the action of the State Highway Engineer in the rejection of this bid because it exceeded by 10% the Engineer's Estimate of \$18,397.50.

S-6726(1) - Consisting of constructing the surface and a bituminous surface treatment on 3.581 miles of the Woodville North Road, in Bingham and Bonneville Counties - Federal Aid Secondary and County financed. The State Highway Engineer advised no bids were received and this project will be readvertised along with another job to effect a larger gross figure.

Idaho Approach to Nyssa Bridge. The Board authorized the Department to proceed with the most advisable realignment of the Nyssa Bridge approach to S.H. 95 junction with the Bureau of Public Road's concurrence.

Georgetown By-Pass. The Board directed that an attempt to refund right of way purchases on the Georgetown by-pass be ceased, pending the results of Wyoming and Idaho petitioning of U.S. 30 N, McCammon to Granger, Wyoming, be placed on the Interstate System.

Preston Maintenance Shed. A proposal to evenly exchange the Department's Preston maintenance shed with the City of Preston for 7½ acres East of the "Y" and North of town, for which the Department is negotiating was approved by the Board.



Condemnation Orders. The following Condemnation Orders were approved by the Board:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U. S. Highway 30, Cole School - Meridian, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 111½, Earl McGill and Barbara M. McGill, his wife, mortgaged to F. A. Williams, across a portion of the NW¼NW¼ of Section 12, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 77, Leo Van Luven and Marion Van Luven, his wife, across a portion of the NE¼NE¼ of Section 10, Township 3 North, Range 1 East, Boise Meridian.

That the Legal Department shall file condemnation suits in the proper courts against the owners of said properties, to determine the values thereof.

Exchange of Right of Way. The following Exchange of Right of Way was approved by the Board:

IN-5041(7) U.S. 10 - Coeur d' Alene Belt, Kootenai County - We have this day executed a Quitclaim Deed from the State of Idaho, acting through the Idaho Board of Highway Directors to E. O. Drechsel and Betty Drechsel, husband and wife, and Herman B. Drechsel and Geraldine Drechsel, husband and wife, covering the following described property lying in a portion of the SE¼NW¼ of Section 18, Township 50 North, Range 3 West, Boise Meridian, to-wit:

Beginning at the Southeast corner of Tax #4293 approximately 525.0 feet West and 30.0 feet North of the center of Section 18, Township 50 North, Range 3 West, Boise Meridian; thence North 0°42'30" West (Shown of record to be North) along the East line of Tax No. 4293 a distance of 65.8 feet, more or less, to a point in the Southwesterly right of way line of U.S. 10 - Project IN-5041(7) Highway Survey; thence South 33° 50' East along said right of way line being parallel with and 115.0 feet distant Southwesterly from the center line of said Highway Survey a distance of 78.5 feet, more or less, to a point in the North line of Pennsylvania Avenue as shown on the official plat of Coeur d' Alene now on file and of record in the office of the Recorder of Kootenai County, State of Idaho; thence South 89°13' West along

August 8, 1956

12  
said North line of Pennsylvania Avenue a distance of 42.9 feet, more or less, to the point of beginning and containing 0.031 acres, more or less.

In exchange for a right of way across a portion of the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 18, Township 50 North, Range 3 West, Boise Meridian, as a part of the consideration for a right of way in connection with the construction of the Coeur d' Alene Belt in Kootenai County under Project IN-5041(7).

Oneida County Delegation. A delegation requesting improvement of S.H. 38 comprised of the Oneida County Commissioners and 17 farmers along that route, were told that the Department would like to spend approximately \$300,000 on the road in 1957 and 1958. Commissioner Blaisdell said that if the road was held to the present right of way, more farmers could be served. Director Floan said the work could be expedited if the County would do the engineering, etc., and the State supply the Federal Aid and matching moneys. When queried as to the commitments of three years ago, the Board Minutes were referred to, and the minutes verified the fact that no commitments for improvements on this road at a definite time were made. Heavy hauling of wheat in the fall necessitates an improved road with paved surface, according to the delegation.

The Oneida County Commissioners remained, and then discussed improvements for S.H. 37. State Highway Engineer, Miller, and Maintenance Engineer, McCrea, assured the delegation that these improvements would be made by repairing pavement that was broken in the spring break-up, and advised that this road is one of the last that the repair crews are getting around to because of the extent of the spring break-up this past spring.

Cole School-Meridian Right of Way. After being briefed by Legal Counsel Shepard, the Board recommended jury trial procedure on the Cole School-Meridian condemnation right of way matters, rather than evaluation of settlements being determined by the commissioners.

Aberdeen Petition - S.H. 39. A petition signed by 12 residents of Aberdeen was read, and the Secretary was instructed to inform them that the Board has not contemplated any change; that S.H. 39 would proceed through town on the Main Street, its present course.

Mrs. W. D. Bailey. Mrs. W. D. Bailey, appeared with A. R. Reimer, property owners adjacent to SH 44 - Star, and the Board heard their complaints regarding property lines on their property encroaching upon the right of way.

Yellowstone Highway Association Delegation. A delegation of the Yellowstone Highway Association, composed of the following:

Wayne Clark, Gannett - Blaine County Commissioner  
 Fred Reich, Arco  
 Joe A. Brown, Arco  
 John Armell, Arco  
 B. H. Thomas, Dubois  
 W. A. Ellis, Dubois  
 Fred Malcolm, Hill City  
 Carroll Dammon, Hill City  
 Arthur Eddie, Small  
 John H. Bahr, Fairfield  
 Cliff Merrill, Fairfield  
 Robert M. Wetherell, State Senator, Elmore County  
 Perce Hall, Mountain Home

came before the Board inquiring as to what improvements were contemplated on SH 68 and SH 22. They were told that the Board would like to see these improvements on the two roads in 1957, 1958 and 1959, available moneys permitting:

1. The raising, by considerably heavy ballasting, and re-oiling of the road, from 4-Mile Corner to Fairfield.
2. Approximately 17 miles of the Lydia Hot Springs section of SH 22 should be gravel surfaced.
3. That the next stage of construction from Fairfield east to U.S. 93 should be gravel surfaced and oiled.

Timing of the above three improvements is contingent upon the available moneys. Appreciation by the delegation was expressed for the recent improvements on Hill City Road and the Fairfield U.S. 93 section.

Fairfield West Survey. The Board authorized the Department to proceed with Fairfield West survey of SH 68 as per the recent \$20,000 public lands allocated money for this purpose.

Revised Board Minutes - April 21, 1954. For clarification, the Board approved the rewording of that section of the April 21, 1954 Board Minutes relating to political signs on the highway right of way, as follows:

"The Board approved the recommendation of State Highway Engineer, Miller, and Maintenance Engineer, McCrea, that posters be removed from all State Highway bridges, guard rails, and any improvements or appurtenances thereto, and that all political posters being found otherwise on the right of way be not removed until after election."

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene Thursday, August 9, 1956.

#### THURSDAY, August 9, 1956

The Board reconvened at 8:00 a.m., Thursday, August 9th, at 603 Main Street, Boise, Idaho, with all members, the State Highway Engineer, and the Secretary present.

August 9, 1956

Condemnation Order: The following Condemnation Order was approved by the Board:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described sought to be acquired for right of way purposes in connection with the reconstruction of U.S. Highway 10, Coeur d' Alene Belt, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 74, James R. Eagan and Cecilia M. Eagan, his wife, across a portion of Lot 1 of Section 19, Township 50 North, Range 3 West, Boise Meridian.

That the Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

Exchange of Right of Way . The Board approved the following Exchange of Right of Way:

We have this day executed a Quitclaim Deed from the State of Idaho, acting through the Idaho Board of Highway Directors to C. S. Crawford and Carrie J. Crawford, his wife, covering the following described rectangular parcel of land lying in a portion of the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian, to-wit:

Commencing at a point in the West side of Fourth Street in the City of Coeur d' Alene as shown on the official plat thereof now on file and of record in the office of the Recorder of Kootenai County, State of Idaho, 1278.0 feet West of the Southeast corner of the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian; thence North along the West side of Fourth Street 327.5 feet to the real point of beginning; thence at right angles West 110.0 feet; thence, North 18.5 feet; thence East 110.0 feet to the West line of Fourth Street; thence South along the West line of Fourth Street 18.5 feet to the real point of beginning and containing approximately 0.047 acres.

In exchange for a right of way a portion of the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian, as a part of the consideration for a right of way in connection with the construction of the Coeur d' Alene Belt in Kootenai County under Project IN-5041(7).

Urban Speeds. The following urban speed minute entries were approved by the Board:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

August 9, 1956

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Paris; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the City of Paris; said urban portions of the State Highway System and prima facie speed limits being as follows:

ITEM NO.	HIGHWAY NO.	STREET NAME	ZONE LIMITS	PRIMA FACIE SPEED LIMITS (M.P.H.)
1	U.S. 89	Main Street	North City Limits to M.P. 16.35	50
2	U.S. 89	Main Street	M.P. 16.35 to First North Street	35
3	U.S. 89	Main Street	First North Street to First South Street	25
4	U.S. 89	Main Street	First South Street to M.P. 15.70	35
5	U.S. 89	Main Street	M.P. 15.70 to South City Limits	50

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Paris shall henceforth be effective at all times during the hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Lava Hot Springs; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Lava Hot Springs; said urban portions of the State Highway System and prima facie speed limits being as follows:

August 9, 1956

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 30 N	None	West Village Limits (M.P. 332,70) to M.P. 333.15	50
2	US 30 N	None	M.P. 333.15 to M.P. 333.35	35
3	US 30 N	None	M.P. 333.35 to M.P. 333.60	50
4	US 30 N	None	M.P. 333.60 to North Village Limits (M.P. 333.85)	60-55

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Lava Hot Springs shall henceforth be effective at all times during the hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Gooding; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated March 17, 1954 are in order; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Gooding; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 20-T, 26 & SH 46	Main Street	South City Limits to 11th Ave.	35
2	US 20-T, 26 & SH 46	Main Street	11th Avenue to Fourth Avenue	25
3	SH 46	Main Street	Fourth Avenue to Roosevelt St.	25
4	SH 46	Main Street	Roosevelt Street to North City Limits	35

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
5	US 20-T, 26	Fourth Ave.	Main Street to Montana Street	25
6	US 20-T, 26	Fourth Ave.	Montana Street to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 17, 1954 is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Gooding shall henceforth be effective at all times during hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Pierce; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated 17 December 1954 are in order; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Pierce; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	S.H. 11	None	West Village Limits to Main Street (M.P. 80-90)	35
2	S.H. 11	Main St.	Main Street to 600 Ft. South of Water Street	25
3	S.H. 11	Main St.	600 Ft. South of Water Street to South Village Limits (M.P. 81-90)	35

August 9, 1956

18  
NOW THEREFORE, it is hereby ordered that the Minute Entry of the

Board of Highway Directors dated 17 December 1954 be herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Pierce shall henceforth be effective at all times during the hours of daylight or darkness.

- - - -

Bypass Hearings. Bypass hearings for the following towns were approved by the Board:

Nampa  
Deary  
Bonners Ferry  
Island Park  
American Falls

Out of State Travel. Out of state travel was approved by the Board for Ellis Mathes, to San Francisco to attend the Northwest Traffic National Conference, September 23rd to 29th.

The Board authorized E. V. Miller's attending at Portland, Oregon, a Bureau of Public Roads meeting, Monday, August 13th, and a testimonial farewell for Oregon Engineer, R. H. Baldock, August 11th.

Resignation of State Highway Engineer. State Highway Engineer, E. V. Miller, submitted to the Board his letter of resignation, which was read and accepted, whereupon, Mr. G. Bryce Bennett was named Acting State Highway Engineer effective August 10th, and to become State Highway Engineer October 1, 1956; Mr. Miller being retained in an advisory capacity during the transition period through September 30, 1956. Mr. Bennett's salary shall become effective October 1, 1956, as that provided for a State Highway Engineer; Mr. Miller's letter of resignation being as follows:

"As discussed with you some time ago and after a great deal of deliberation on my part, I have now come to the conclusion that I must ask your consideration of my resignation as State Highway Engineer of the Idaho Department of Highways when convenient to your pleasure.

I respectfully ask, however, that my release from duty be expedited so that I may be able to accept a cooperative association with the old established engineering firm of Johannessen & Girand, Consulting Engineers of Phoenix, Arizona.

"With over five years as head of your Highway Department, I have learned to love Idaho and its people and learned to know its problems and its needs. Now that the road program that we fought so long and hard to get is a reality, I feel it is an appropriate time for me to enter private engineering practice and to offer my services and years

August 9, 1956



of highway experience wherever it will be needed.

"Thanking you for your consideration . . ."

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m. Friday, August 10, 1956.

FRIDAY, August 10, 1956

The Board reconvened at 8:00 a.m. at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Minutes. The minutes of the meeting held July 10-13, and the minutes of the special meeting held July 25-26, 1956, were read and approved.

Fremont County Delegation. A delegation from Ashton, composed of:

Mrs. Herman Marotz, Ashton  
Mrs. George Marotz, Ashton  
Mrs. Carl Reimann, Ashton  
Mrs. Alfred Zytting, Ashton

was heard regarding the improvement of approximately six and a fraction miles of State Highway 47 east of its junction with State Highway 191. After listening to the delegation, Mr. Rich informed them that the Board agrees that better maintenance should, and will be, given that part of SH 47 in the future. It was also stated that the State would . . .

"... Contingent upon the County's accepting SH 47 as a County Road, that approximately six miles will be regraded, the road bed elevated, the cuts widened, graveling, and a bituminous surface treatment applied. The Board will be pleased if construction can be effected in 1957 and 1958."

The Board requested Acting State Highway Engineer, G. B. Bennett, to submit such an agreement for approval of the Fremont County Board of Commissioners.

Northside Committees, Inc. - S.H. 25. Northside Committees, Inc. came before the Board, represented by:

W. B. Churchman  
Pete LaTurner, State Representative  
T. B. Brush, Jerome

regarding the redesignation of S.H. 25. Whereupon, the Board explained to the delegation that in view of the policy set forth September, 1955, by the Executive Committee handling designation matters, of the American Association of State Highway Officials, recommending the desirability of redesignating the entire U.S. Numbering System after a five year study, that this request, as had all others since September, 1955, be tabled until the report of the Committee's findings is submitted.

August 10, 1956

Associated General Contractors - Spokane. At 1:30 p.m., Sam Guess, Spokane Chapter Secretary of the A.G.C., together with J. W. Grant of Grant Construction Company, Coeur d'Alene, and Arthur Sather & Sons, Contractors, Spokane, Washington, appeared before the Board and discussed with the Board and Acting State Highway Engineer, Bennett, contract specifications, increasing contractors' labor costs, technical student engineer training program possibilities, longer job completion time because of weather north of the Salmon River, work-day contract basis versus calendar time contract basis, and lumping of items versus breaking down into more detail of items.

Craigmont-Gifford Highway Delegation. A delegation representing the Craigmont-Gifford Highway Association composed of:

Earl Darrah, Craigmont  
Otto Brenner  
Bernard Stelyess

next appeared before the Board requesting the financial help of the State for improvement of the new 21-mile Gifford-Craigmont road project. It was pointed out to the delegation that the newly appropriated National Highway money gives only a very small proportional highway increase to the Secondary, Urban and State Highway Systems; the majority of the appropriation is to be applied to the Interstate and Defense System of Highways. However, the Board indicated the request would be given future consideration.

Wolfe Property - Glenns Ferry. The Board requested the Department to get the Glenns Ferry Wolfe property farm access closure completed this week without fail. Also to make final arrangements of the basis of settlement on the W. D. Bailey State Highway 44 encroachment property.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at 8:00 A.M. on Saturday, August 11, 1956.

SATURDAY, August 11, 1956

The Board reconvened at 8:00 a.m. August 11th, at 603 Main Street.

Interstate & Defense Highway System in Idaho. Upon the recommendations of State Engineer, E. V. Miller, Chief Location Engineer, S. E. Johnson, and Planning Officer, N. F. McCoy, and after reviewing the routes, the Board approved the relocation of the following routes of the Interstate and Defense System in Idaho:

Oregon Line to Desert Center  
Utah Line-Malad to South end of Pocatello By-Pass  
North end of Pocatello By-Pass to the Montana Line  
U. S. 10 - Washington Line to Montana Line

Surveys were authorized by the Board from Isaac's Canyon, (South of Gowen Field to Canyon Creek - approximately 29 miles,); King Hill to Jerome, and also from a point 4 miles east of the Snake River east of

August 11, 1956

Rupert to Massacre Rock and ending at Simplot's Fertilizer Plant in Pocatello.

Revised Consolidated Idaho State Highway System. The Board recommended that the "Revised Consolidated Idaho State Highway System", as of July 25, 1953, be made Exhibit No. I to the Board Minutes of that date.

Survey of Technical and Engineering Personnel Availability. The Idaho Society of Professional Engineers, Functional Group Committee, consisting of:

R. E. Smith, Boise  
A. B. Milhollin, Boise (Chairman)  
C. J. Voeller, Pocatello  
Robert Underkofler, Boise  
Melvin Davenport, Caldwell

called on the Board and stated that their Idaho Association . . . "Offers the professional services of 25 Idaho Engineering firms, of which 9 have had engineering contract agreements with either the City, County or State Departments in the past years." They represent a total manpower force of 205 men, classified as follows: 51 licensed engineers, 63 designers and draftsmen, 91 permanent field men, or a potential of 15 to 20 available survey parties.

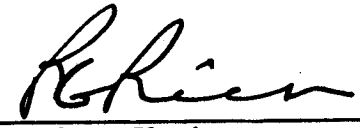
Mr. Rich assured them the information presented will be of real importance to the Department in the implementation of the accelerated National Highway Program.

It was pointed out by the Committee that professional engineering services, due to such factors as variation of qualifications of engineering companies, as well as code of ethics of the profession, do not allow contract bidding. A recent survey indicated only two states out of the 48 operating on a bid basis, and 46 doing work for states, counties and cities on the contract agreement basis.

The Department was requested to submit before the Board the anticipated Engineering Agreements it plans to negotiate during the following thirty day period.

Expense Vouchers. Expense Vouchers for the month of July were approved as follows: R. C. Rich - \$50.20, and D. P. Jones - \$83.05.

THEREUPON, the Board adjourned at 12:00 a.m., to reconvene at their next regularly scheduled meeting, September 4th through the 6th, 1956.

  
\_\_\_\_\_  
R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
September 4th, 1956

August 11, 1956

2  
MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 4-6, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 1:00 p.m., September 4, 1956.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board  
G. Bryce Bennett, Acting State Highway Engineer

Minutes. The minutes of the meeting held August 8-11, 1956 were read and approved.

Bypass Hearings. The Board approved bypass hearings for Inkom, McCammon, Arimo and Downey.

Bloomington-Saint Charles. The difficulty of private approaches along the road in Bloomington and Saint Charles was discussed, and the Board requested the State Engineer to report as to progress made in satisfying complainants.

Forest Highway Tour. The Board set September 28, 29 and 30 for a Forest Highway tour of South Central Idaho with the Forest Service. The next Board meeting was set for October 2, 3 and 4, and the Forest Highway meeting was set for October 1, 1956.

Nampa Bypass Hearing. The Board discussed the Nampa bypass hearing and asked the Department to check into the possibility of giving entrance to the old road for westbound traffic, if feasibility and costs were in line, and determined economic findings justified proceeding with the Meridian-Nampa U.S. 30 project.

Greentimber Road - S.H. 47. In discussing the Greentimber section of S. H. 47, 6 miles east of Jct. 191, the Board asked the District Engineer to get more realistic figures for the amount of base required on this project than was asked for by the Fremont County Commissioners. The Board would like to get this job under contract next year for return to the County System.

State Highway No. 34 - Preston Area. State Highway 34 in the Preston area was discussed, and the Board indicated the first section of reconstruction should be the Riverdale curves and asked that it be done next, followed by that section of Riverdale curves down to the Cleveland Bridge.

September 4, 1956

State Highway No. 45. State Highway 45 North of Murphy was discussed about and the Department was asked to ease the bad curvature in the amount of \$150,000, but do not want to completely rebuild to a new grade line.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene Wednesday, September 5, 1956.

WEDNESDAY, September 5, 1956

Bids. The Board reviewed the results of bid openings held August 21 & 28, and September 4, and approved the State Highway Engineer's awarding of bids as follows:

S-6822(1) - Consisting of constructing a 105' concrete bridge over the Teton River, on the Cache-Richvale Road, in Teton County - Federal Aid Secondary and County financed. The bid was awarded, subject to the concurrence of the U.S. Bureau of Public Roads and the Teton County Commissioners, to Aimen Construction Company, Idaho Falls, Idaho, the low bidder, in the amount of \$20,300.50, the Engineer's Estimate being \$21,215.00.

ST-2392(503) & ST-M-6354(505) - Consisting of repairing the Wood River Bridge, approximately 3 miles south of Ketchum and the Carmen Bridge approximately 4 miles north of Salmon City, on U. S. Highway 93, in Blaine and Lemhi Counties - State financed. Upon the recommendation of Bridge Engineer, Walter Albrethsen; Maintenance Engineer, N. L. McCrea; and Acting State Highway Engineer, G. Bryce Bennett, the Board recommended that the contract be awarded to Neilsen & Smith Construction Company, Twin Falls, Idaho, the low and only bidder, in the amount of \$9,800.00, the Engineer's Estimate being \$8,500.00.

ST-M-5116(513) & ST-5121(506) - Consisting of repairing the Bonners Ferry Bridge on U.S. Highway 95, and revising the portals on the Pend Oreille River Bridge on U. S. Highway No. 2, at Old Town, in Boundary and Bonner Counties - State financed. The Board concurred in the Acting State Highway Engineer's recommendation that the contract be awarded to Henry Hagman, Spokane, Washington, the low bidder, in the amount of \$3,711.00, the Engineer's Estimate being \$5,500.00.

ST-M-3261(503) - Consisting of seal coating 6.50 miles of State Highway No. 52 Extension from Jct. of Emmett-Black Canyon Dam Highway-West, in Gem County - State financed. The Board concurred in the Acting State Highway Engineer's recommendation that the contract be let to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low and only bidder, in the amount of \$6,900.00, the Engineer's Estimate being \$7,000.00.

S-3808(2) & S-3810(2) - Consisting of constructing the roadway and a roadmix bituminous surface on 3.544 miles of the Paradise Valley Road, the grading and drainage on 1.260 miles of the Pasadena Valley Road, in Elmore County - Federal Aid Secondary and County financed. The Board, subject to the concurrence of the Elmore County Commissioners, concurred in the State Highway Engineer's recommendation that the bid be awarded

to Karl Woodall, Boise, Idaho, the low bidder, on August 30th, in the amount of \$86,810.40, the Engineer's Estimate being \$92,809.20.

S-1817(3) - Consisting of constructing the base and a roadmix bituminous surface on 6.402 miles of the Georgetown-Nounan Road, in Bear Lake County - Federal Aid Secondary and County financed. Subject to the concurrence of the Bear Lake County Commissioners, contract was awarded on August 29th to Olof Nelson Construction Company, Logan, Utah, the low bidder, in the amount of \$54,473.25, the Engineer's Estimate being \$68,013.30.

STOCKPILE Project No. 130 - Consisting of furnishing crushed rock and cover coat material in Stockpiles, adjacent to U.S. Highway 95 at Council Maintenance Yard and North of Mesa, in Adams County - State financed. the Board concurred in the State Highway Engineer's recommendation that this bid be awarded on August 23rd, to the low bidder, Richard Beshey, Parma, Idaho, in the amount of \$42,345.00, the Engineer's Estimate being \$54,000.00

ER-26(1) - Consisting of the installation of two pipe culverts and restoration of roadway on State Highway No. 17 between Banks and Crouch, in Boise County - Emergency Relief and State financed. The Board concurred in the awarding of this bid on August 23rd, to the low bidder, Eagle Construction Company, Inc., Boise, Idaho, in the amount of \$24,992.50, the Engineer's Estimate being \$30,496.00.

STOCKPILE Project No. 161 - Consisting of furnishing crushed gravel and cover coat material in stockpiles in the State Highway Yard at Shoshone in Lincoln County - State financed. The Board concurred in the recommendation of the State Highway Engineer and Acting State Highway Engineer that this bid be awarded on August 23, to the low bidder, A. D. Stanley, Boise, Idaho, in the amount of \$15,900.00, the Engineer's Estimate being \$18,200.00.

F-6471(7) - Consisting of widening the roadbed and constructing a plant mix bituminous surface on 0.423 miles of Highways U.S. 20 & 191, at two railroad crossings 1-1/2 miles Northeasterly of Idaho Falls and 1/2 mile Northeasterly of Rigby, in Bonneville and Jefferson Counties - Federal Aid Primary and State financed. The Board concurred in the awarding of this bid on August 23, to the low and only bidder, Carl E. Nelson Construction Company, Inc., Logan, Utah, in the amount of \$32,580.60, the Engineer's Estimate being \$31,612.50.

Out of State Travel. Out of state travel was approved for Safety Engineer, Dwight C. Crofford, to attend the National Safety Council in Chicago, October 22-26.

Acting State Highway Engineer, G. Bryce Bennett, and Survey and Plans Engineer, Jim Cairns, were authorized to attend the A.A.S.H.O. meeting in Atlantic City, November 27-30.

September 5, 1956

Brownlee Dam-Cambridge Road. The Board entered into an agreement with the Washington County Commissioners to improve 29 miles of the Brownlee Dam-Cambridge, County Secondary Road, by improving it to a graveled road with State Highway Standards. Washington County thereby furnishing \$215,000 for said improvement, with the State Highway Department supplying sufficient Federal Aid matching funds and State Highway funds to accomplish said improvement.

The Board, in entering into this agreement, recognized the need of making this a State Highway connection with Oregon State Highway 86 at the Brownlee Dam Bridge, and further recognized the economic impact of an adequate access road to the Brownlee, Oxbow and Hell's Canyon Dams that would assure Idaho its share of at least sixty million dollars in anticipated pay-rolls during construction of said dams.

Brownlee Road- Construction Order. The Board requested this project be placed under construction as early as possible next spring, and an immediate survey agreement be contracted.

Cloverdale Cemetery Appraisal. The Cloverdale Cemetery appraisal was discussed with Legal Counsel, Allen Shepard, and he was advised to go ahead with negotiations in the light of the new appraisal through Brunner.

Peter Kiewit Claim. Peter Kiewit's 1951 claim on the Idaho Falls A.E.C. road was presented by Mr. McNeal of their Idaho Falls office and the Board requested the Department to completely review the matter and present it with Shepard's analysis to the Board for the October meeting.

Sale of Surplus Land. The Board authorized the State Land Department to sell a piece of land as shown on Project F-4114(2), to the south, from Station 74/80 to 77/00, providing the present appraisal value may be realized.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene Thursday, September 6, 1956.

#### THURSDAY, September 6, 1956

The Board reconvened at 8:00 a.m., Thursday, September 6, at 603 Main Street, Boise, Idaho, with all members of the Board, the Acting State Highway Engineer, and the Secretary present.

U. S. 30 Connection with Utah. The Board approved the connection of U. S. 30 with Utah, with the stipulation that construction be deferred a few years until the State has realized its recent investment for improvements on the present U.S. 30 from Declo to Strevell. Hearings should be delayed until late in the Interstate Program.

Ontario-Desert Junction Connection. The Board reviewed briefly the Ontario-Desert Junction Interstate road and authorized the Department to agree on the Oregon connection.

Policy Regarding Entering into Agreements with Consulting Engineers. The following policy was adopted regarding the contracting and entering into agreements for consulting and engineering services:

"The Department will set up an Engineering Board, composed of three or four engineer staff officers, who will interview and receive proposals from various interested engineering firms for each proposed project. They will review the proposal and base their recommendations for selection on technical qualifications, staff strength, experience, proximity, amount of fee, and future potentialities. They will recommend to the State Highway Engineer their choice. The State Highway Engineer will then make the final decision as regards to entering into any such agreement. At the next Board meeting following such agreements, agreements will be submitted to the Board for their approval.

"The Board set forth the following policy regarding the use of Consulting Engineers for engineering services:

- "1. To be used only when work cannot be done in a reasonable time with our own forces, or where a saving will result through use of consultants.
- "2. Protect our own department from personnel raiding. (One year time limit.)
- "3. Set up necessary administrative control to insure proper selection of consultant based on technical qualifications, staff strength qualifications, experience qualifications, proximity qualification, amount of fee, and future potentialities."

Funds for Right-of-Way Purchases. The Board requested that the Department get Federal Aid on right-of-way purchases wherever possible, and particularly on all of the Interstate. They asked the Department to check on possible legislation for a revolving fund for the advanced purchasing for right-of-way.

Ashton Request to Retain U.S. 191-20 on State Highway System. A request from Ashton to keep present U.S. 191-20 on the State Highway System after opening the new construction from Ashton north, was deferred until the October meeting. A previous 1952 Board Minute entry indicates the Board considered that section from Ashton to Bear Gulch was to remain on the State Highway System, but beyond that section, it was to be a Forest Service maintenance obligation.

Budget Summary - 1957-1959. The following is the summary approved for the 1957-1959 Highway Department budget for submission to the Budget Director:

September 6, 1956



BUDGET SUMMARY  
1957 - 1959

	1953 - 55	1955 - 57	1957 - 59
Income			
Cash on Hand	5,288,338	1,576,421	1,211,000
Highway Users Rev.	23,897,990	28,872,618	31,599,580
Federal Aid	16,456,732	20,650,000	42,860,000
Misc.	2,717,492	2,122,000	2,695,500
TOTAL	<u>48,360,552</u>	<u>54,632,039</u>	<u>78,366,080</u>
Expenditures			
S & W	9,406,068	11,022,302	17,646,456
Travel	237,956	250,000	250,000
Other	4,703,180	5,034,925	6,600,000
TOTAL	<u>14,347,204</u>	<u>16,307,227</u>	<u>24,496,456</u>
Equipment	1,019,374	1,117,257	1,762,000
Land & Bldgs.	694,010	620,000	900,000
Const. of Hwy.	30,619,589	35,176,555	50,000,000
TOTAL	<u>32,332,973</u>	<u>36,913,812</u>	<u>52,662,000</u>
Refunds	<u>103,954</u>	<u>200,000</u>	<u>200,000</u>
TOTAL EXPEND.	<u>46,784,131</u>	<u>53,421,039</u>	<u>77,358,456</u>
CASH BALANCE	<u>1,576,421</u>	<u>1,211,000</u>	<u>1,007,624</u>

The Board requested that the Department prepare a report on a proposed new highway building, which will include estimated costs and probable financing procedures.

Condemnation Orders. The Board approved the following Condemnation Orders:

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 55 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to-wit:

A strip of land lying situate between the North line of Lots 17A and 17B of Eagleson's Beatty Subdivision, according to the official amended plat thereof now on file and of record in the office of the Recorder of Ada County, Idaho, and a line parallel to and distant 50.0 feet Southerly from the following described

center line of highway as surveyed and shown on the official plat of U. S. 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across said Lots 17A and 17B in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Beginning at Station 191+44.0 of the said Highway Survey, which station is a point on tangent approximately 7.9 feet North and 1307.9 feet West from the North Quarter corner of Section 10, Township 3 North, Range 1 East, Boise Meridian; thence running North 89°59' East - 213.7 feet to Station 193+57.8 of said Survey, which station is a point on tangent approximately 7.5 feet North and 1094.2 feet West from the North Quarter corner of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 0.07 acres above described.

3. That the record owners of the said hereinabove described Parcel No. 55 are E. B. Summers and Lola I. Summers, his wife.

4. That the said Parcel No. 55 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project F-3281(5) is impossible without the acquisition of said Parcel No. 55.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 55 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

- - - - -

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 124 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to-wit:

September 6, 1956

A strip of land lying situate between the South line of the SW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 1, Township 3 North, Range 1 East, Boise Meridian, and a line parallel to and distant 50.0 feet Northerly from the following described center line of highway as surveyed and shown on the official plat of U. S. Highway 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho and lying in a portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 1, Township 3 North, Range 1 East, Boise Meridian.

Beginning at Station 317/52.9 of the said Highway Survey, which station is a point on curve approximately 1.9 feet South and 661.5 feet East from the South Quarter corner of Section 1, Township 3 North, Range 1 East, Boise Meridian; thence 481.0 feet with a 0°06' curve right, said curve having a central angle of 0°54' to Station 322/33.9, which station is a point on tangent; thence South 89°07' East on tangent 80.0 feet to Station 323/13.9, which station is a point on tangent approximately 1222.5 feet East from the South Quarter corner of Section 1, Township 3 North, Range 1 East, Boise Meridian.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 0.25 acres of the 0.63 acres above described.

3. That the record owners of the said hereinabove described Parcel No. 124 are G. B. Augustus and Olga Augustus, his wife.

4. That the said Parcel No. 124 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project F-3281(5) is impossible without the acquisition of said Parcel No. 124.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 124 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Power County Commissioners' Request. Power County Commissioner, LeRoy C. Lindley, appeared before the Board requesting purchasing of materials from the Pauline Pit. The Materials Department was asked to make their own investigation for the sufficiency of this pit to meet our

own needs in that area, before committing part of it to the County's needs.

Rexburg Street Improvements. Rexburg street improvement of three blocks was discussed, and the Board recommended that the project be placed on the program next year.

U. S. 91 - Rexburg to Sage Junction. A delegation composed of the following:

Dick Shulburg, Jefferson County Commissioner  
George Hart, Rigby  
R. I. Wooley, Rexburg  
Lloyd Adams, Rexburg  
Wilbur Hemming, Rexburg  
Rosie Powell, Rexburg  
Steve Meikle, State Representative

appeared before the Board with letters and petitions requesting the construction of a road from the Snake River Bridge west of Rexburg to Sage Junction on U. S. 91, a distance of 17 miles. Upon hearing the delegation, the Board continued the matter until the October meeting.

Arbon Valley Road - Power County. The Board instructed the Department to proceed with improving the Arbon Valley Road, and to immediately work out an agreement with the Power County Commissioners to take over State Highway 38 when those improvements have been made, with the stipulation the State would spend up to \$400,000 on improvements.

Abandonment of S.H. 93 - Lincoln County. The Board approved the abandonment of the following section of U. S. 93:

WHEREAS, construction of 12.401 miles of State Highway No. U. S. 93 on new location beginning at a point in Sec. 25, T. 4 S., R. 17 E., 6.859 miles north of Shoshone and ending at a point in Sec. 34, T. 2 S., R. 18 E., 17.908 miles south of Bellevue has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto,

THEREFORE, BE IT RESOLVED that this portion of the old road, 12.440 miles in length, is hereby removed from the State Highway System, effective this date.

Expense Vouchers. Expense Vouchers were approved by the Board as follows: Leonard K. Floan for the month of July, \$106.44, and D. P. Jones for August \$55.80.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regularly scheduled meeting, October 2-4, 1956.

*R. C. Rich*

R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
October 2nd, 1956

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

October 1-3, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., October 1, 1956.

## Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Forest Highway, B.P.R., and Board of Highway Directors' Meeting.

The Board convened at 9:00 a.m., Monday, October 1, 1956 in the House Chambers of the State House to hold an open public meeting with authorities of the Bureau of Public Roads and the U.S. Forest Service, at which meeting persons or officials interested in obtaining improvements of projects on the Forest Highway System could make their desires known.

Chairman Rich presiding, Directors L. K. Floan, D. P. Jones; District Engineer of the Bureau of Public Roads, C. R. Salmen, and Regional Foresters Howard Jones, and Arvil Anderson of the Forest Service were on the panel.

Requests for consideration by the three agencies were made as follows:

1. St. Maries to Avery Road - placing on the Forest Highway System, petition by Ernest Gaffney.
2. Lewis & Clark Highway improvement, by speakers Frank Gaffney, Orofino, Douglas Hart, H. L. Powell and S. A. Spengler of the Lewiston Chamber of Commerce, Dexter Barnett, Ahsahka and Del McPherson, Moscow Chamber of Commerce.
3. Denton Curves Improvement, speakers Dr. A. P. Sneddon, Sandpoint Chamber of Commerce, Glenn Reed, Bonner County Commissioner and E. B. Ponack, Sandpoint.
4. State Highway 17 (Banks-Crouch) improvement, speaker Senator Ted Hoff.
5. U. S. 93 (Ketchum-Stanley) improvement, paving completion, Speaker Glenn Brewer, Stanley.
6. Cascade-Knox improvement, speaker Robert Remaklus, Attorney, Cascade.
7. Stanley-Capehorn road improvement - Floyd Silva, Boy Scouts of America, Twin Falls.

8. Grangeville-Elk City Road - Wes Jenkins, Grangeville Chamber of Commerce
9. End of Highway 17 through Crouch improvement - Larry Mills, Boise Payette Lumber Company
10. Bear to Cuprum road improvement - Lew Daniels, Commissioner, Adams County

A detailed report of the above meeting is on file with the Secretary of the Board of Highway Directors.

At 3:00 p.m. the three agencies met at the Department of Highways at 6th and Main Streets, Boise, at which time the 1958 fiscal year Forest Highway program was agreed upon.

The following were present:

R. C. Rich, Chairman, Board of Highway Directors  
 L. K. Floan, Member, Board of Highway Directors  
 D. P. Jones, Member, Board of Highway Directors  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary, Board of Highway Directors  
 N. F. McCoy, Planning Officer, State Highway Department  
 S. E. Johnson, Locating Engineer, State Highway Department  
 L. J. Ross, Design Engineer, State Highway Department  
 C. R. Salmen, Boise District, Bureau of Public Roads  
 Howard R. Jones, Asst. Regional Forester, Missoula, Montana  
 A. L. Anderson, Asst. Regional Forester, Ogden, Utah  
 F. E. Andrews, Division Engineer, B. P. R.  
 J. Cameron, Staff Engineer, B. P. R.  
 Ed Jordan, Sup. Engineer, B. P. R.

The following projects were recommended for approval by the Commissioner of Public Roads and Chief of the Forest Service for the 1958 fiscal year Forest Highway Program:

New Additions to the Forest Highway System:

- |  |            |
|--|------------|
| 1. St. Joe River Road, from St. Maries to Avery    | 53.0 miles |
| 2. Bitterroot - Big Hole                           | 1.0 miles  |
| 3. Big Springs Road, from Macks Inn to Big Springs | 4.5 miles  |
| 4. Trail Creek Road, from Ketchum to Chilly        | 38.0 miles |

THEREUPON, the Board adjourned until 8:00 a.m., Tuesday, October 2, 1956.

TUESDAY, October 2, 1956

The Board reconvened at 8:00 a.m., at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer and the Secretary present.

At 8:15 a.m. the three agencies reconvened in the offices of the Department of Highways, 603 Main Street, Boise, and resumed their planning of the 1958 fiscal year Forest Highway Program.

The following projects were recommended for approval by the Commissioner of Public Roads and Chief of the Forest Service for the 1958 fiscal year Forest Highway Program:

New Projects in North Idaho:

<u>Project No.</u>	<u>Name</u>	<u>Route No.</u>	<u>Miles</u>	<u>Type</u>	<u>Est. Cost</u>
5 B3C4	Denton Curves	US 10A	6	Gr.Sf. BST	\$900,000
16 K	Lewis & Clark	SH 9	4	Gr.	500,000
16 L	Br. near Powell Ranger Sta.	SH 9	-	95' Gr.	30,000
Total North Idaho					\$1,430,000

New Projects for South Idaho:

<u>Project No.</u>	<u>Name</u>	<u>Route No.</u>	<u>Miles</u>	<u>Type</u>	<u>Est. Cost</u>
26 C7	Ketchum-Clayton 9 mi. to 19 mi. N. of Ketchum	US 93	10.1 & 2	Gr.Sf. BST	\$700,000
21 B6 C3	Warren Wagon Rd.	-	10.	Gr.Sf.	400,000
34A19	Yellowstone Park Hwy. *Macks Inn North	US 191	6	Gr.Sf.BST	609,000*
Total South Idaho					\$1,709,000

Lump Sum Surveys	100,000
State Contingency	100,000
	<u>\$3,339,000</u>

\* \$300,000 F.A. and State funds to make available; final approval of this item withheld, at the request of the B.P.R., (Mr. Andrews) for a further 30 day study.

Minutes. The minutes of the meeting held September 4-6, 1956, were read and approved.

Out of State Travel. Out of state travel for two staff members to attend the Salt Lake Northwest Civil Defense Conference to be held October 25 & 26, was approved by the Board.

Out of State travel for two staff members to attend the Portland A.A.S.H.O. Design Seminar October 15 and 16 was approved by the Board.

Peter Kiewit A.E.C. Claim. The Peter Kiewit A.E.C. 1951 cinder pit claim was discussed and a final report was requested by the Board for review at the November Board meeting.

34  
Household Moving Expenses. Household moving expenses were authorized by the Board for the following:

Mr. W. L. Hersey, Project Chief - Lewiston to Grangeville  
Mr. Glen Evans, Transitman - Bovill to Grangeville  
J. H. Cairns, Engineering Officer, Shoshone to Boise  
P. A. Marsh, District Engineer, Boise to Lewiston  
C. E. Aldrich, District Engineer - Lewiston to Pocatello  
Merle Harding, Project Chief - Shoshone to Burley  
E. H. Gray, Burley to Shoshone - \$252.65

Appointment of State Highway Engineer. Mr. G. Bryce Bennett, Assistant State Highway Engineer, is appointed State Highway Engineer, as of October 1, 1956.

Engineering Agreements - Brownlee-Cambridge. Approval for the State Highway Engineer and committee on engineering agreements, was given by the Board to proceed with the Brownlee-Cambridge survey and engineering in the amount of \$40,000.00.

Lease Agreements. The Board approved and executed the lease for renewing the lease of the Bridge Department Offices on the second floor of the National Cash Register Building on Main Street, with Lessors, Allen J. Cochran and Derece P. Cochran of Boise, on the same basis as the previous lease and to terminate September 30, 1959.

The Board also approved and executed a lease for parking space for eight state vehicles, with W. A. Burdick, Reedsport, Oregon, on the parking lot at 116 South 6th Street, Boise, to terminate January 1, 1958.

Condemnation Orders. The Following Condemnation Orders were approved and signed by the Board:

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-FG-4113(6) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Craigmont and Culdesac.
2. That Parcel No. 24 of Project F-FG-4113(6) consists of certain real property in Nez Perce County described as follows, to-wit:

An irregular strip of land being on both sides of the center line of highway as surveyed and shown on the official plat of U. S. No. 95 - Project No. F-FG-4113(6) Highway survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across Lots 27, 28, 29 and the East 307 feet of the West 500 feet of that part of Lot 21 Lying South of the Railroad Right of Way and over a portion of Lot 26 lying East of the present U.S.



Highway No. 95, all in Section 14, Township 35 North, Range 3 West, Boise Meridian, described as follows, to wit:

Beginning at a point approximately coincident with the South line of the Camas Prairie Railroad Right of Way and the East line of Lot 29 of Section 14, Township 35 North, Range 3 West, Boise Meridian, which point is approximately 1300.0 feet North and 660.0 feet East from the South Quarter corner of said Section 14; thence South  $0^{\circ}41'$  West along the East line of said Lot 29, for a distance of 290.0 feet, more or less, to a point; thence North  $88^{\circ}18'$  West along a line 150.0 feet distant Southerly from and parallel to the U.S. Highway 95-Project No. F-FG-4113(6) Highway Survey Line, a distance of 1093.0 feet, more or less, to a point that bears South  $1^{\circ}42'$  West - 150.0 feet from Station 676+31.9 of said Highway Survey Line; thence Westerly along a curve right of 22768.32 foot radius 150.0 feet distant Southerly from and parallel to the said U.S. No. 95 Highway Survey Line for a distance of 252.0 feet, more or less, to a point in the West line of Lot 28 of Said Section 14; thence South along said West line of Lot 28 for a distance of 50.0 feet to a point; thence running in a South-westerly direction in a straight line 795.0 feet, more or less, to a point in the Southerly right of way line of the present U.S. Highway 95; thence Easterly, Northerly and Northwesterly along the present Highway Right of Way line for a distance of 412.0 feet, more or less, to the point of intersection of the Northerly right of way line of the present U. S. Highway No. 95 with the Southerly right of way line of the Camas Prairie Railroad; thence Easterly along said Railroad Right of Way line and the North line of Lot 28 of said Section 14 for a distance of 885.0 feet, more or less, to a point; thence running North a distance of 88.0 feet, more or less, to the Southerly right of way line of said railroad; thence Easterly along the Southerly right of way line of said railroad for a distance of 307.0 feet to a point, thence South for a distance of 60.0 feet, more or less, to a point on the North line of Lot 28 of said Section 14; thence East along the North line of Lots 28 and 29 of said Section 14 for a distance of 640.0 feet, more or less, to a point in the southerly right of way line of the Camas Prairie Railroad; thence Easterly along said Railroad Right of Way line for a distance of 202.0 feet, more or less to the point of beginning.

Highway Station reference: 665+58 to 685+85.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 12.76 acres above described.

3. That the record owner of the said hereinabove described Parcel No. 24 is Al Fonburg.

4. That the said Parcel No. 24 is necessary to the construction of said Highway Project No. F-FG-4113(6) and that the construction of the said Highway Project No. F-FG-4113(6) is impossible without the acquisition of said Parcel No. 24.

October 2, 1956

5. That the owner of the hereinabove described Parcel No.24 has certain rights of access to that certain Highway Project No. F-FG-4113(6); that it is necessary in connection with the construction and maintenance of the said Project No. F-FG-4113(6) that all rights of access to said Highway Project No. F-FG-4113(6) from the lands adjoining and abutting thereon be extinguished and prohibited, except a farm entrance at Station 686/50.

6. That the Idaho Department of Highways has, by and through its Agents, in good faith, attempted to purchase the hereinabove described real propoerty referred to as Parcel No. 24 from the above mentioned record owner of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-FG-4113(6).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

- - - - -

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-FG-4113(6) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Craigmont and Culdesac.

2. That Parcel No. 10 of Project No. F-FG-4113(6) consists of certain real property in Lewis County described as follows, to wit:

A strip of land 400.0 feet wide, being 200.0 feet on each side of the following described center line of highway as surveyed and shown on the official plat of U. S. No. 95 - Project No. F-FG-4113(6) Highway Survey on file in the office of the Department of Highways of the State of Idaho and lying over and across the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 9, Township 34 North, Range 2 West, Boise Meridian.

Beginning at Station 255/86.0 of the said Highway Survey, which station is a point on curve approximately 505.0 feet East from the Southwest corner of Section 9, Township 34 North, Range 2 West, Boise Meridian; thence 487.5 feet with a 2°15' curve right, said curve having a central angle of 59°22' to Station 260/73.5; which station is a point of spiral curve; thence 270.0 feet with a spiral

curve right, said curve having a central angle of 3°02.2' to Station 263/43.5, which station is a point of tangent; thence North 40°30' East on tangent 421.1 feet to Station 267/64.6, which station is a point of spiral curvature; thence 110.4 feet with a spiral curve left, said curve having a central angle of 5°24' to Station 268/75.0, which station is a point on spiral curve approximately 996.0 feet North and 1320.0 feet East from the Southwest corner of Section 9, Township 34 North, Range 2 West, Boise Meridian.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 11.84 acres above described.

3. That the record owner of the said hereinabove described Parcel No. 10 is Neil Litchfield.
4. That the said Parcel No. 10 is necessary to the construction of the said Highway Project No. F-FG-4113(6) and that the construction of the said Highway Project F-FG-4113(6) is impossible without the acquisition of said Parcel No. 10.
5. That the owner of the hereinabove described Parcel No. 10 has certain rights of access to that certain Highway Project No. F-FG-4113(6); that it is necessary in connection with the construction and maintenance of the said Project No. F-FG-4113(6) that all rights of access to said Highway Project No. F-FG-4113(6) from the lands adjoining and abutting thereon be extinguished and prohibited, except a farm, cattle or logging truck entrance at Station 256/50.
6. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 10 from the above mentioned record owner of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project F-FG-4113(6).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

- - - - -

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or

38  
reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 89 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to wit:

A strip of land being all of that portion of Lot 16 of Brookside Place, according to the official plat thereof, now of record and on file in the office of the Recorder of Ada County, Idaho, lying situate North of a line 50.0 feet distant Southerly from and parallel to the following described center line of highway as surveyed and shown on the official plat of U. S. 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho and lying in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 11, Township 3 North, Range 1 East, Boise Meridian.

Beginning at Station 244/93.5 of the said Highway Survey, which station is a point on tangent approximately 4.2 feet North and 1294.4 feet West from the North Quarter corner of Section 11, Township 3 North, Range 1 East, Boise Meridian; thence running North 89°59' East - 318.6 feet to Station 248/12.1 of said Survey, which station is a point on tangent approximately 5.5 feet North and 975.8 feet West from the North Quarter corner of Section 11, Township 3 North, Range 1 East, Boise Meridian.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 0.15 acres above described.

3. That the record owners of the said hereinabove described Parcel No. 89 are L. C. Smith and Annabelle Smith, his wife, subject to a mortgage to Helen M. Atkinson, a single woman.

4. That the said Parcel No. 89 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 89.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 89 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-3281(5).

October 2, 1956

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

- - - - -

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 119 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to wit:

A parcel of land being on both sides of the center line of highway as surveyed and shown on the official plat of U.S. 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying in a portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 12, Township 3 North, Range 1 East, Boise Meridian, described as follows, to wit:

Beginning at the North Quarter Corner of Section 12, Township 3 North, Range 1 East, Boise Meridian; thence South 1<sup>00</sup>' West along the East line of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of said Section 12 a distance of 66.1 feet to a point in a line parallel with and 55.0 feet distant Southerly from the center line of U.S. 30 - Project No. F-3281(5) Highway Survey; thence South 89<sup>055</sup>' West along said parallel line a distance of 332.6 feet to a point in a North and South property fence line; thence North 1<sup>00</sup>' East along said fence line and extended a distance of 62.5 feet, more or less, to a point in the North line of said Section 12; thence East along the North line of said Section 12 a distance of 332.6 feet, more or less, to the place of beginning.

Highway Station reference: 307/58.8 to 310/91.4.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 0.28 acres of the 0.49 acres above described.

And also an Easement right along:

A strip of land 10.0 feet wide, adjacent and contiguous to & parallel with the Southerly side of the above described right of way between Stations 307/58.8 and 310/91.4 of said Highway Survey for the purpose of installing an irrigation pipe line and connecting small ditch thereon and containing 0.08 acres, more or less.

3. That the record owner of the said hereinabove described Parcel No. 119 is Herman Wilke.

4. That the said Parcel No. 119 is necessary to the construction

40 of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 119.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 119 from the above mentioned record owner of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

- - - - -

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 74 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to wit:

A strip of land being on the Northerly side of the center line of highway as surveyed and shown on the official plat of U.S. Highway 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying in a portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 3, Township 3 North, Range 1 East, Boise Meridian, described as follows, to wit:

Beginning at a point in the Northerly right of way line of the present U.S. Highway 30, which point is approximately 25.0 feet North and 666.0 feet West from the Southeast corner of Section 3, Township 3 North, Range 1 East, Boise Meridian; thence Northerly along an existing North and South property fence line a distance of 28.0 feet, more or less, to a point; thence North 89°59' East along a line parallel to and 50.0 feet Northerly from the center line of U.S. Highway 30 - Project No. F-3281(5) Highway Survey a distance of 336.2 feet, more or less, to a point in an existing North and South property fence line; thence Southerly along said fence line a distance of 24.0 feet, more or less, to a point in said Northerly right of way line of the present U.S. Highway 30; thence Westerly along said Northerly right of way line a distance of 336.2 feet, more or less, to the point of beginning and containing approximately 0.20 acres.

Highway Station reference: 224+56.5 to 227+92.7.

October 2, 1956

And also an Easement right along an irregular strip of land, adjacent and contiguous to the Northerly side of the above described right of way, described as follows, to wit:

Beginning at a point in the Northerly right of way line opposite Station 224/56.5 of said Highway Survey; thence North 15.0 feet to a point; thence South 86°43' East 87.6 feet, more or less, to a point in a line parallel with and 60.0 feet distant Northerly from the center line of said Highway Survey, said point being opposite approximate Station 225/44; thence North 89°59' East 248.7 feet along said parallel line to a point opposite Station 227/92.7; thence South 10.0 feet to a point in said right of way line; thence South 89°59' West - 336.2 feet along said right of way line to the point of beginning for the purpose of installing a pipe line and connecting small ditch thereon and containing 0.08 acres, more or less.

3. That the record owners of the said hereinabove described Parcel No. 74 are Kenneth C. Litz and Grace R. Litz, his wife, subject to a mortgage to Provident Federal Savings and Loan Association.

4. That the said Parcel No. 74 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 74.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 74 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

- - - - -

Quit Claim Deed - Preston Maintenance Shed Site. The Board approved the execution of the following Quit Claim Deed:

We have this day executed a Quitclaim Deed from the State of Idaho, acting through the Idaho Board of Highway Directors to the City of Preston covering the following described real property:

Commencing at a point 95 rods North and 19 rods West from the Southeast corner of Section 22, Township 15 South, Range 39 East of the Boise Meridian, Idaho, and running thence West 100 feet; thence North 150 feet; thence East 100 feet, thence South 150 feet to the place of beginning.

In exchange for a parcel of land lying in the Northwest corner of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 23, Township 15 South, Range 39 East, Boise Meridian and containing 7.30 acres, more or less.

This consists of an exchange of the present State Maintenance Shed Site and building located thereon for a parcel of land above described for the purpose of constructing thereon a new maintenance shed building and other incidental appurtenances.

Removal from the State Highway System . The Board approved the removal from the State Highway system of the following:

WHEREAS, construction of Lucky Peak Dam on the Boise River has resulted in the flooding of 10.681 miles of State Highway No. 21 extending from a point in Sec. 11, T. 2 N., R. 3 E., 8.39 miles easterly from Boise, to a point in Sec. 4, T. 3 N., R. 4 E., near the mouth of Robie Creek, and,

WHEREAS, the construction of State Highway No. 21 on new alignment has also resulted in the replacement of that portion of former State Highway No. 21 beginning at a point in Sec. 4, T. 3 N., R. 4 E., near the mouth of Robie Creek and ending at a point in Sec. 28, T. 4 N., R. 4 E., 1.25 miles north of Robie Creek Bridge, thus making continuation of this section of the old road as a State Highway no longer essential, all as shown on the sketch map attached hereto.

NOW THEREFORE BE IT RESOLVED, that this portion of the old road, 1.239 miles in length, is hereby removed from the State Highway System, effective this date.

- - - - -

WHEREAS, construction of 1.071 miles of State Highway No. U.S. 89 on new location beginning at a point in Sec. 23, T. 15 S., R. 43 E., 0.8 mile north of the south city limits of the Village of St. Charles and ending at a point in Sec. 14, T. 15 S., R. 43 E., 0.4 mile south of the north city limits of the Village of St. Charles has made continuance of the old road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW THEREFORE BE IT RESOLVED, that this portion of the old road, 1.103 miles in length, is hereby removed from the State Highway System, effective this date.

- - - - -

THEREUPON, the Board adjourned until 8:00 a.m., Wednesday, October 3, 1956.



WEDNESDAY, October 3, 1956

The Board reconvened at 8:00 a.m., Wednesday, October 3, 1956 at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Bids. The Board reviewed the results of bid openings held September 18th, and October 2nd, and concurred in the State Highway Engineer's awarding the following contracts:

F-1481(5) & S-1778(4) & ST-M-1481(508) & Stockpile No. 173 - Consisting of seal coating 5.854 miles of State Highway No. 34, Niter-Grace; 11.209 miles of U.S. Highway 30 North, Soda Springs-East, and 14.929 miles of U.S. Highway 30 North, Bancroft-Soda Springs, furnishing crushed gravel and cover coat material in Stockpiles near Soda Springs and Grace, in Caribou and Bear Lake Counties - Federal Aid Primary, Secondary and State financed. The contract was awarded to Fife Construction Company, Brigham City, Utah, the low bidder, on September 19, in the amount of \$79,142.50, the Engineer's Estimate being \$88,127.50.

IN-1024(8) & STOCKPILE No. 120 - Consisting of constructing the roadway and a bituminous surface treatment on 8.487 miles of Highway U.S. 30 North from Massacre Rocks to Rockland Junction, known as Idaho Federal Aid Project No. IN-1024(8) and for providing a maintenance stockpile known as Stockpile Project No. 120 in Power County - Federal Aid Interstate and State financed. The bid was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$997,597.80, the Engineer's Estimate being \$1,191,053.00.

S-2751(1) - Consisting of constructing the roadway and a roadmix bituminous surface on 7.327 miles of State Highway 79 from Newman's Corner west and south, in Jerome County - Federal Aid Secondary and State financed. The bid was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$203,980.30, the Engineer's Estimate being \$234,495.10.

Island Park Hearing. The transcript of the public hearing held September 26, 1956, at Island Park regarding Project No. ST-6471(503), Island Park to the Montana Line was read, whereupon the Board did determine that said project will be of greater benefit to the State of Idaho than the economic loss and damage to the vicinity of Island Park from said proposed highway changes.

Bonnors Ferry Hearing. The transcript of the public hearing held at Bonners Ferry September 21, 1956, regarding the relocation from Naples to Bonners Ferry and the Belt Loop changes in Bonners Ferry, known as Project ST-5116(510), was next read by the Board, whereupon the Board did determine to continue the hearing at a later date.

October 3, 1956

Adding State Highway No. 71 to the State Highway System. The Board approved and signed the following Resolution:

WHEREAS, the construction of the Brownlee Dam on the Snake River has opened and given economic importance to an area of the State of Idaho which is not served by any portion of the State Highway System, and,

WHEREAS, a state highway will assist in the development of industry, business and recreation in the said area of Brownlee Dam and the Snake River, and,

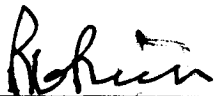
WHEREAS, the public interest and common welfare of the people of the State of Idaho requires that the said area be served by a portion of the State Highway System,

NOW, THEREFORE, BE IT RESOLVED that the present county road and private road consisting of approximately twenty-nine miles and extending from a junction thereof with U.S. 95 in Cambridge, Idaho, and extending Northerly to the Oregon-Idaho state line in the vicinity of Brownlee Dam on the Snake River, all as shown on the vicinity map attached hereto, be, and the same hereby is, designated as part of the State Highway System.

BE IT FURTHER RESOLVED that the said portion of the State Highway System be, and hereby is, designated as State Highway No. 71.

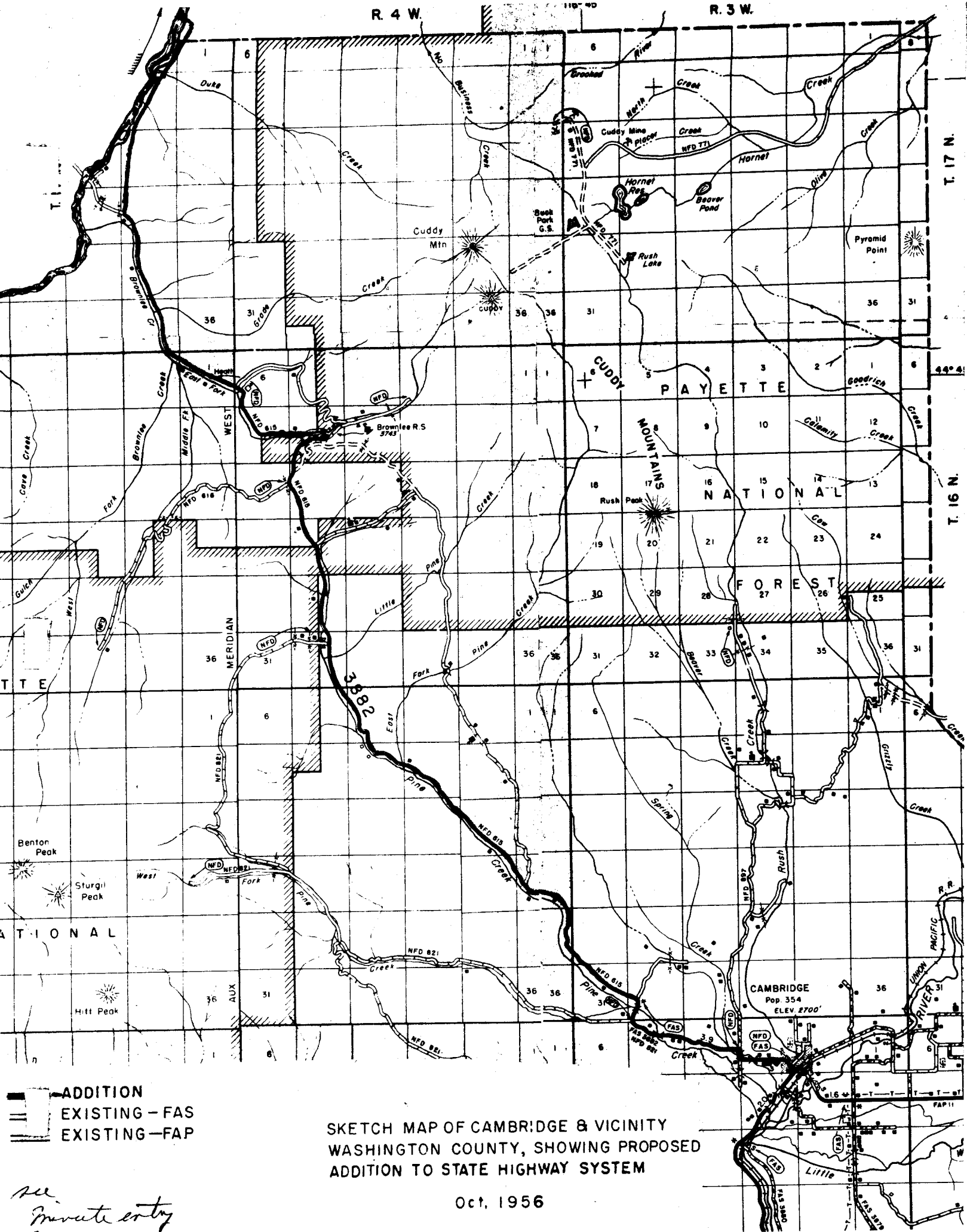
Expense Vouchers. The Board approved Expense Vouchers as follows: R. C. Rich, (August and September), \$157.02; L. K. Floan, (August), \$72.25; and D. P. Jones, (September), \$37.85.

THEREUPON, the Board adjourned, to convene at their next regularly scheduled meeting, to be held November 19-20, 1956.

  
\_\_\_\_\_  
R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
November 20, 1956

October 3, 1956



See  
 Private entry  
 Page 44 dated 11-20-56 M.D.

## OFFICIAL MINUTES OF THE BOARD OF HIGHWAY DIRECTORS

November 14, 1956

Hearing Transcripts. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the Idaho 1955 Session Laws, the Board reviewed the hearing transcript of the public hearing held at the High School in New Plymouth on November 8, 1956, and made its decision as follows:

In the matter of the proposed construction of an interstate freeway south and west of the City of New Plymouth, the Board finds and determines that the following new freeway construction and changes in the State Highway System south and west of the City of New Plymouth, known as project No. 3021(508), to wit:

1. The construction of a four-lane freeway with bituminous plant-mix surface from the junction of State Highway 44 and U.S. 30, northwesterly to and crossing the Snake River west of Fruitland. The proposed freeway to be a new road on a new right of way.

2. The proposed interstate freeway to be a new road on a new right of way.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of New Plymouth from said proposed changes.

\* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, the Board reviewed the hearing transcript of the public hearing held at the Fruitland High School in Fruitland, Idaho on November 7, 1956, and made its decision as follows:

In the matter of the proposed construction of an interstate freeway south and west of the Village of Fruitland, the board finds and determines that the following new freeway construction and changes in the State Highway System south and west of the Village of Fruitland, known as Project No. 3021(508), to-wit:

1. The construction of a four-lane freeway with bituminous plant-mix surface from the junction of State Highway 44 and U.S. 30, northwesterly to and crossing the Snake River west of Fruitland. The proposed freeway to be constructed to Interstate standards with planned controlled access.

2. The proposed interstate freeway to be a new road on a new right of way.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Fruitland.

\* \* \*

November 14, 1956

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, the Board reviewed the hearing transcript of the public hearing held at the Payette County Courthouse, Payette, Idaho, on November 7, 1956, and made its decision as follows:

In the matter of the proposed construction and relocation in, and in the vicinity of Payette, known as Projects Nos. 3862(501), 3862(LH) and 3112(H), the Board finds and determines that the following changes in the State Highway System in Payette and south of Payette to an alignment one-half or one mile east of the proposed alignment, to wit:

1. Construction of a 4-lane overpass of the Union Pacific Railroad main line north of the railroad station, with approaches on the north to 6th Street, and on the south to 7th Street and Center Avenue.
  2. The location of State Highway 52 one-half mile south of 6th Avenue South to be substituted for the present routing via Second Avenue South, which is to be removed from the State Highway System after an adequate improvement of the proposed route, one-half mile south of 6th Avenue South, has been completed.
  3. An East Belt Highway for US 30N-95, from a point south of the intersection of existing US 30N-95 and Raby Lane, northeasterly and northerly to the intersection of 7th Avenue North, extended, easterly about 1/4 mile, thence northerly, intersecting existing US 30N-95 at a point about 3 miles north of 7th Avenue North, extended, to be added to the State Highway System.
  4. The existing location of US 30N-95 through Payette to be retained on the State Highway System, with an extension on 7th Avenue North from Iowa Avenue approximately 3/4 mile to a mile east to connect with the proposed East Belt Highway.
  5. The portion of existing US 30N-95 from the intersection of 7th Avenue North, extended, and Iowa Avenue northerly 3 miles to the connection with the East Belt highway to be removed from the State Highway System upon completion of the East Belt Highway.
  6. After completion of the proposed Railroad overpass, the existing railroad grade crossings at Center Street, 6th Street, and 3rd Avenue North to be closed, and 3rd Avenue North between 6th Street and 8th Street to be removed from the State Highway System.
  7. Upon completion of the proposed improvement south of 6th Avenue South, the Department of Highways shall maintain as a State Highway, Center Avenue between 7th Street and 6th Street, and 6th Street between Center Avenue and 3rd Avenue North, until completion of the proposed overpass.
- will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Payette from said proposed changes.

Done at Boise, Idaho  
December 12, 1956

  
R. C. RICH, Chairman

47

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 19-20, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., November 19, 1956.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board reviewed the results of bid openings held October 9, 16, 23, 30, and November 13, and elected to concur with the State Highway Engineer's awarding of bids as follows:

STOCKPILE PROJECT NO. 142 - Consisting of furnishing crushed rock in stockpiles near Nezperce on State Highway No. 7, in Lewis County - State financed. The contract was awarded to F. H. DeAtley & Company, Lewiston, Idaho, the low bidder, on October 10, 1956, in the amount of \$24,000.00, the Engineer's Estimate being \$28,500.00.

S-6708(2) & S-6710(1) - Consisting of constructing the roadway, and a bituminous surface on 2.748 miles of the East Ammon Road, and reconditioning the existing roadbed, and constructing a roadmix bituminous surface on 3.503 miles of the Ammon-Ozone Road, Ammon East, in Bonneville County - Federal Aid Secondary and County financed. Contract was awarded, subject to the concurrence of the Bonneville County Commissioners, to Pickett & Nelson, Idaho Falls, Idaho, the low bidder, on October 10, 1956, in the amount of \$93,827.90, the Engineer's Estimate being \$116,690.30.

IN-I-5041(8) - Consisting of constructing the roadway and a plant mix bituminous surface on 7.184 miles of Highway U.S. 10, the Fourth of July Summit Section, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to the low bidder, Fred H. Slate Co., and E. C. Hall Company, Portland, Oregon, On October 22, 1956, in the amount of \$2,731,683.00, the Engineer's Estimate being \$3,230,382.50.

F-3281(6) - Consisting of constructing the roadway and a plant mix bituminous surface on 0.507 miles of U. S. Highway No. 30, 10th Street in Caldwell, in Canyon County - Federal Aid Primary and State financed. The contract was awarded to the low bidder, Morrison-Knudsen Company, Inc., Boise, Idaho, on October 24, 1956, in the amount of \$81,087.50, the Engineer's Estimate being \$95,157.50.

November 19, 1956

SG-5721(1) - Consisting of constructing the roadway and a roadmix bituminous surface on 0.274 mile of the Worley Underpass Road, in Worley, in Kootenai County - Federal Aid Secondary and County financed. The contract was awarded, subject to the concurrence of the Kootenai County Commissioners, to the low and only bidder, Murphy Brothers, Inc., of Spokane, Washington, on October 26, 1956, in the amount of \$42,555.00, the Engineer's Estimate being \$40,140.00.

S-3754(3) - Consisting of constructing the roadway, a roadmix bituminous surface and a 120 foot concrete bridge on 0.539 mile of State Highway 45 northerly from Murphy, in Owyhee County - Federal Aid Secondary and State financed. The contract was awarded to the low bidder, Stuart Brothers, Twin Falls, Idaho, on October 31, 1956, in the amount of \$85,772.60, the Engineer's Estimate being \$100,188.00.

PROJECT MAINTENANCE BUILDING at Preston, Idaho - Consisting of constructing a Maintenance Building for the State of Idaho, Department of Highways, to be built at Preston, Idaho - State financed. The contract was awarded to the low bidder, Duane McKenzie, Preston, Idaho, on October 31, 1956, in the amount of \$22,448.10, the Engineer's Estimate being \$29,515.00.

STOCKPILE PROJECT NO. 174 - Consisting of furnishing crushed gravel and cover coat material in stockpiles adjacent to State Highways 15 and 52, approximately 1 mile north of Horseshoe Bend and at the Montour Junction, in Boise and Gem Counties - State financed. The contract was awarded to the low bidder, Quinn Brothers & Robbins, Inc., Boise, Idaho, on November 16, 1956, in the amount of \$25,640.00, the Engineer's Estimate being \$41,750.00.

STOCKPILE PROJECT NO. 129 - Consisting of furnishing crushed gravel surface and cover coat material in stockpiles, at New Meadows, in Adams County - State financed. Contract was awarded to the low bidder, A. D. Stanley, Boise, Idaho, on November 16, 1956, in the amount of \$30,750.00, the Engineer's Estimate being \$43,500.00.

Traffic Matters - Removal from State Highway System. The Board approved the removal from the State Highway System of the following:

WHEREAS, construction of 7.737 miles of State Highway No. 43 on new location beginning at a point .039 mile south of the north city limits of the Village of Bovill and ending at a point in Sec. 28, T. 42 N., R. 1 E., 7.698 miles north of Bovill has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE BE IT RESOLVED, that this portion of the old road, 8.620 miles in length, is hereby removed from the State Highway System, effective this date.

WHEREAS, construction of 0.653 miles of State Highway No. U.S. 95 on new location beginning at a point in Sec. 19, T. 30 N., R. 3 E., 0.160 mile west of the junction with State Highway No. 13 in Grangeville and ending at a point in Sec. 18, T. 30 N., R. 3 E., 0.417 mile north of Grangeville has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE, BE IT RESOLVED, that this portion of the old road, 0.894 mile in length, is hereby removed from the State Highway System, effective this date.

\* \* \*

WHEREAS, construction of 1.094 miles of State Highway No. U. S. 30N on new location beginning at a point in Sec. 21, T. 10 S., R. 23 E., 0.690 mile southwest of Heyburn Bridge and ending at a point in Sec. 15, T. 10 S., R. 23 E., in Heyburn has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE BE IT RESOLVED, that this portion of the old road, 0.307 mile in length, is hereby removed from the State Highway System, effective this date.

\* \* \*

WHEREAS, construction of 2.488 miles of State Highway No. U.S. 20-26 on new location beginning at a point 0.284 mile east of a junction with State Highway No. U.S. 93A in Arco and ending at a point in Sec. 5, T. 3 N., R. 27 E., 2.180 miles easterly from Arco has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE BE IT RESOLVED, that this portion of the old road, 2.541 miles in length, is hereby removed from the State Highway System, effective this date.

\* \* \*

WHEREAS, construction of 17.123 miles of State Highway No. U.S. 93 on new location beginning at a point in Sec. 17, T. 14 S., R. 16 E., 0.364 mile south of Rogerson and ending at a point in Sec. 26, T. 16 S., R. 15 E., at the Idaho-Nevada State line has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE BE IT RESOLVED, that this portion of the old road, 17.605 miles in length is hereby removed from the State Highway System, effective this date.

\* \* \*

WHEREAS, construction of 0.758 mile of State Highway No. 52 on new location beginning at a point in Sec. 8, T. 7 N., R. 1 E., 12.446 miles



east of Emmett and ending at a point in Sec. 16, T. 7 N., R. 1 E., 13.204 miles east of Emmett has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE BE IT RESOLVED, that this portion of the old road, 0.615 mile in length, is hereby removed from the State Highway System, effective this date.

\* \* \*

WHEREAS, construction of 2.531 miles of State Highway No. U.S. 95 on new location beginning at a point in Sec. 35, T. 57 N., R. 2 W., 2.468 miles south of Sandpoint and ending at an intersection with Elm Street in Sandpoint has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

NOW, THEREFORE, BE IT RESOLVED, that this portion of the old road, 0.203 mile in length, is hereby removed from the State Highway System, effective this date.

Household Moving Expenses. The Board approved household moving expenses for the following:

- Donald Aldrich, Project Chief - Moscow to Lewiston -\$102.50
- S. E. Chatterton, Project Chief - Montpelier to Pocatello
- Don L. Cox, Resident Engineer - Montpelier to Lewiston - \$315.00

Railroad Grade Crossing - Canyon County. The following Resolution was approved and signed by the Board:

WHEREAS, the Board of Highway Commissioners of the Notus-Parma Highway District did by official act extend a present road running due West along the section line between Sections 25 and 36, Township 6 North, Range 6 West, Boise Meridian, in Canyon County, Idaho, and,

WHEREAS, said Board of Highway Commissioners made a request, dated November 15, 1956, seeking permission to cross the Union Pacific Railroad at grade with the new road at the easterly end of the aforementioned section line, and,

WHEREAS, it appears that said grade crossing is justified on the basis of data submitted to this Board by the Board of Highway Commissioners of the Notus-Parma Highway District,

NOW, THEREFORE, BE IT RESOLVED, that in accordance with the provisions of Section 62-307, Idaho Code, the Idaho Board of Highway Directors do hereby concur in the above described request of the Board of Commissioners of the Notus-Parma Highway District in the opening of the railroad grade crossing as described above.

THEREUPON, the Board adjourned until 8:00 a.m., Tuesday, November 20, 1956.

TUESDAY, November 20, 1956

The Board reconvened at 8:00 a.m., Tuesday, November 20, 1956, in the Office of the Department of Highways at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Rental of Electronic Computer. Upon the recommendation of State Highway Engineer, G. Bryce Bennett, and the Fact-Finding Committee composed of Frank Leonard, Ted Downing and Marion Whaley, the Board approved the Department's negotiation for the rental of a Remington-Rand 120 Electronic Computer.

Agreement with Oregon - Bridge Near Fruitland-Ontario. The Board approved the Department's negotiated agreement with the Oregon Highway Department for the construction of the Interstate System Bridge near Fruitland-Ontario, wherein Oregon would do the engineering on an equal share cost basis.

Request for Right of Way for Playground at Lewiston. A request from the City of Lewiston for part of the right of way on the West of the North bridge approach crossing the Clearwater River for a playground, with the stipulation that there would be no expense to the Department, and the City would adequately fence the playground from the highway traffic, was approved by the Board.

Out of State Travel. Out of state travel requests were approved for the following:

1. One staff member to attend the Highway Research Boards' annual meeting, January 7-11, 1957, at Washington, D.C.
2. Out of state travel from December 4-12, inclusive, for Keith Englund, for the purpose of interviewing civil engineering students at the various colleges and universities in Utah.

Controlled Access Designations. The following resolutions were approved and signed by the Board:

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U. S. Route No. 20 & 26 in the general vicinity between Bliss and Gooding, Idaho, and specifically designated as that portion of Project No. F-2351(1), between Stations 160+72 and 456+03.2 Back = 57+08.5 ahead and 95+35, beginning at a point on Highway Center line on the North line of Section 8, Township 6 South, Range 13 East, Boise Meridian approximately 950.0 feet West from the Northeast corner of said Section 8 and extending Easterly 6.32 miles to a point on Highway Center line on the West line of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 9,

Township 6 South, Range 14 East, Boise Meridian, approximately 28.0 feet South and 1320.0 feet East from the Northwest corner of said Section 9 as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited except for:

Farmstead Approaches at Stations 162/53 North side, 175/48 South side, 186/38 North side, 188/70 South side, 267/59 South side.

Farm Approaches at Stations 175/06 North side, 162/50 South side, 175/66 North side, 200/45 North side, 200/86 North side, 200/45 South side, 200/76 South side, 201/52 North side, 240/92 South side, 350/00 South side, 265/90 South side, 267/41 North side, 281/62 North side, 292/50 North side, 294/45 South side, 294/45 North side, 320/80 North side, 334/45 North side, 374/04 North side, 427/40 North side, 360/00 North side, 392/45 North side.

Ditch Approach at Stations 339/66 North side and 340/30 North side.

It is the Order of the Board that such a prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

\* \* \*

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 North in the general vicinity between Georgetown and Montpelier, Idaho, and specifically designated as that portion of Project No. F-1481(4), between Stations 146/91 and 461/55.2 Back= 0/00 ahead and Stations 461/55.2 back = 0/00 ahead and 198/97.6, beginning at a point on Highway center line on the North line of Section 19, Township 11 South, Range 44 East, Boise Meridian, approximately 1399.2 feet West from the N $\frac{1}{4}$  corner of said Section 19 and extending Southeasterly 9.73 miles to a point on Highway center line on the Township line between Township 12 South, Range 44 East, Boise Meridian and Township 13 South, Range 44 East, Boise Meridian approximately 220.0 feet West from the South Quarter of Section 34, Township 12 South, Range 44 East, Boise Meridian, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

Farm Approaches at Stations 158/40 East side, 239/00 East side, 239/39 West side, 244/20 West side, 249/70 East side, 276/50 East side, 290/50 West side, 298/10 East side, 325/40 East side, 390/30 East side, 351/00 East side, 361/00 East side, 367/35 West side, 372/20 East side, 372/40 West side, 388/25 East side, 398/50 West side, 297/85 West side, 325/40 West side, 342/00 West side, 348/00 West side, 434/70 West side, 443/70 East side, 437/40 East side, 433/00 West side, 438/30 West side, 461/50 West side, 19/50 East side, 19/50 West side, 39/00 East side, 48/50 West side, 53/80 East side, 56/50 West side, 63/30 East side, 107/00 West

side, 107/00 East side, 147/55 East side, 169/00 West side, 161/00 East side, 166/80 East side, 169/55 East side, 179/80 West side, 192/40 West side.

Home Approaches at Stations 243/15 West side, 248/40 East side, 379/30 West side, 378/30 West side, 412/70 West side, 415/50 West side, 10/35 West side, 55/00 West side, 53/75 West side, 147/00 West side, 169/90 West side.

Lane Approaches at Stations 429/50 West side, 31/20 East side, 148/00 West side.

Farm Crossings at Stations 272/10, 11/40, 67/00, 71/40, 83/50, 95/50, 113/00, 133/50.

Field Approaches at Stations 158/40 West side, 187/80 West side, 195/50 West side, 195/50 East side, 204/20 East side, 214/00 East side, 263/90 West side, 297/50 East side.

Gravel Pit Approach at Station 201/15 East side.

Walk Approach at Station 243/50 West side.

Garage Approaches at Stations 418/60 West side, 420/70 West side, 421/80 West side, 426/75 West side, 430/45 West side.

School Approach at Station 423/90 West side.

Field Crossing at Station 220/35.

City Dump Approach at Station 135/75 East side.

Fairground Approaches at Stations 177/30 East side, 183/65 East side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

\* \* \*

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as State Route No. 25 in the general vicinity between Wendell and Jerome, Idaho, and specifically designated as that portion of Project No. F-2441(4), between Stations 2090/70 and 2130/10, beginning on the South line of Section 14, Township 8 South, Range 16 East, Boise Meridian approximately 1320.0 feet West from the Southeast corner of said Section 14 and running East 0.75 miles to an intersection with Fir Street in the City of Jerome, Idaho, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini

November 20, 1956

and access thereto is prohibited, except for:

Residential Approaches at Stations 2101/30 North side, 2105/30 North side, 2111/14 North side, 2121/26 South side.

Farmstead Approach at Station 2113/80 North side.

Canal and Farm Approach at Station 2103/80 North side.

Theater Exit at Station 2093/00 South side.

Sale Yard Approaches at Stations 2096/36 and 2103/80 South side, 2103/80 South side.

Feed Yard Approach at Station 2108/54 North side.

Field Approaches at Stations 2116/86 North side, 2116/86 South side, 2104/65 South side.

Parking Lot Approach at Station 2118/90 North side and 2117/16 North side.

Scale Approach at Station 2119/30 North side.

Service Approach at Station 2120/75 North side.

Warehouse Approach at Station 2121/40 North side.

Warehouse and office at Station 2122/16 North side.

Warehouse and Scales at Station 2123/32 North side.

Potato Cellar at Station 2124/05 North side.

Driveway to Cellar at Station 2125/25 North side.

Greenhouse Approach at Station 2129/00 North side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

\* \* \*

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U. S. Route No. 20 in the general vicinity between Boise and Caldwell, Idaho, and specifically designated as that portion of Project No. F-3021(5), between Stations 444/82.4 and 465/90, beginning at a point 1004.1 feet East from the intersection of the center line of the Star Road with the center line of U. S. Highway No. 20 and extending Westerly to a point 1103.5 feet West from said intersection and being approximately 0.40 mile in length; and also that portion of said U. S. Route 20 between Stations 813/43 and 831/50 of said Project F-3021(5)

55

beginning at a point 786.0 feet East of the intersection of the center line of the Eagle Road with the center line of U.S. Highway No. 20 and extending to a point 1035.3 feet West from said intersection and being approximately 0.34 miles in length, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

Farmstead Approaches at Stations 460/80 South side, 817/80 South side.

Home Approach at Station 830/94 North side.

Farm Approaches at Stations 830/00 South side, 819/00 South side, 817/60 North side, 819/00 North side.

Service Station Approaches at Stations 824/40 North side, 826/15 North side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

\* \* \*

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 in the general vicinity between Twin Falls and Burley, Idaho, and specifically designated as that portion of Project No. F-2361(7), between Stations 1219/50 and 1258/60, beginning at a point on the section line between Sections 8 and 17, Township 11 South, Range 20 East, Boise Meridian approximately 655.0 feet East of the Northwest corner of Section 17, Township 11 South, Range 20 East, Boise Meridian and extending Easterly along said section line for a distance of 0.74 miles to a point approximately 693.0 feet West from the Northeast corner of Section 17, Township 11 South, Range 20 East, Boise Meridian, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

Farmstead Approaches at Stations 1243/61 North side, 1223/48 South side, 1226/25 South side.

Farm Approaches at Stations 1238/80 North side, 1252/00/ South side, 1252/70 North side, 1258/36 North side, 1238/80 South side, 1252/72 South side.

Canal Approaches at Stations 1233/00/ North side, 1235/00 North side, 1233/25 South side, 1235/00 South side.

Cellar Approach at Station 1224/13 South side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic

56 for which the highway is intended.

\* \* \*

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U. S. Route No. 95 in the general vicinity between Craigmont and Culdesac, Idaho, and specifically designated as that portion of Project No. F-FG-4113(6) between Stations -10/78.0 and 698/70, beginning at a point on center line on the Township line between Township 33 North, Range 2 West, Boise Meridian, and Township 34 North, Range 2 West, Boise Meridian, which point is approximately 305.0 feet East from the Southwest Corner of Section 34, Township 34 North, Range 2 West, Boise Meridian, and extending Northwesterly 13.392 miles to a point on center line approximately 675.0 feet West from the West City limits of Culdesac as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

Farm Approaches at Stations 426/00 West side, 599/00 Southwest side, 598/50 Northeast side.

Farmstead Approaches at Stations 589/50 North side, 602/75 South side, 641/00 South side.

Farm Crossings at Stations 20/00 and 30/00, 627/00.

Logging Road Approaches at Stations 206/00-256/50 West side, 215/00-246/00 East side, 330/50, 353/50, 437/50 & 436/50 West side.

Logging Road Crossings at Stations 129/00 and 263/00.

Pump House Approach at Station 589/50 South side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

This Resolution is in lieu of that certain Resolution passed by the Idaho Board of Highway Directors on September 20, 1955, covering the above highway project.

\* \* \*

Delegation for Improvement of S. H. No. 72. A group from Caldwell composed of:

Melvin Davenport, City Engineer  
Ernest Falen, Caldwell  
Doyle Symms, Sunny Slope  
Mayor Jason Smith, Caldwell  
Mel Bettis, Councilman  
Roy Roark, Caldwell  
George Crookham, Sr., Caldwell

appeared before the Board, asking for improvement of the bad curvature on State Highway No. 72 at the upper end of Sunny Slope. Mr. Symms and Mr. Falen asked the Board to consider the relocation of the Sunny Slope Road by suggesting it continue straight east from the Marsing Bridge, because of the present roads heavy traffic endangering the people in the area during the fruit harvest season, whereupon they were advised the request would be considered.

Rental of Port of Entry Apartments at Strevell. Superintendent A. E. Perkins next appeared before the Board requesting a reduction of rent to the Port of Entry personnel at the Strevell apartments owned by the Department of Highways. Mr. Perkins stated the problem of turnover of the personnel at this remote port of entry is due in part to the high rent figure, and that a reduction to \$35.00 per month would help in reducing this costly turnover of training personnel.

The Board designated Board Secretary Summers to negotiate a satisfactory solution to Superintendent Perkins' request. The Secretary mentioned the matter of eliminating the mileage paid the McCammon operator in commuting from Pocatello to McCammon and it was subsequently decided a reduction to \$50.00 per apartment per month for the Strevell rental would be granted at once, and when the commuting mileage was eliminated at McCammon, the Board would reduce the rental at the Strevell apartments to \$35.00 per month per unit. Supt. Perkins pointed out the availability of houses at present in McCammon prevented any immediate correction of the commuting mileage cost at the McCammon port of entry, but there are only three members of the staff there now commuting who are getting \$46.00 per month mileage.

Oneida and Power County Delegation. Oneida and Power County Commissioners next met with the Board regarding the improvement of State Highway No. 38. Both Counties took under consideration the agreement offered, whereby the Department would:

1. Spend approximately \$400,000, proposed to improve that section of State Highway 38, beginning at the Power County, Bannock County line near Mink Creek Summit, and extending southerly for a distance of approximately 27.3 miles in Power County, and approximately 19.5 miles in Oneida County to a Junction with State Highway 37, to standards recommended for Federal Aid Secondary Highway construction.

The proposed work to consist of reshaping and reconditioning the existing road, improving drainage and placing additional surfacing.

The placing of a bituminous surface treatment on any portion or portions of the aforesaid highway shall be subject to Bureau of Public Roads approval and the amount of such oiling shall be contingent upon the costs of the grading, drainage and surfacing work in relation to the fixed amount of the funds to be expended for the entire project, to wit:



2. The Idaho Board of Highway Directors, at the completion of the aforesaid reconstruction of the aforesaid highway as heretofore described, shall remove said sections of highway from the State Highway System.

3. Power County and Oneida County hereby agree to accept said highway when completed as an addition to their respective road systems and shall thereafter maintain the same to the satisfaction of the State and the Bureau of Public Roads, and any failure to do so will jeopardize the future allotment of federal funds for projects on the road system of the Counties.

The Oneida County Commissioners concluded that the agreement was acceptable to them; however, the Power County Commissioners preferred to take it under consideration and to notify the Department of their decision shortly.

Delegation for Relocation of Bridge Crossing over Snake River near Hagerman. Sterling Nelson and J. F. Higgins of Twin Falls, and C. E. Beymer of Hagerman next appeared before the Board requesting the Location Department take a second look as to locating the proposed bridge crossing of the Snake River south of Hagerman so as to miss the properties, as the proposed route crossing over an island destroyed the scenic value of that section, whereupon, Chief Locating Engineer, S. E. Johnson, agreed to again look over the possibility of a different alignment.

Delegation for Improvement of S. H. 51. Arsen Alzola of Grasmere, Idaho, next appeared before the Board with the Nevada-Idaho U.S. 51 Association delegation concerning improvements of State Highway 51. They were:

Gus Garity, Owyhee, Nevada - Tribal Council Representative  
Doyle Dunkin, Duck Valley Reservation Highway Engineer - Nevada  
Indian Agency, Stewart, Nevada  
Allen Govey, State Representative, Homedale, Idaho  
Fred Hale, Marsing, Idaho  
H. E. Nettleton, County Commissioner, Murphy, Idaho  
Mrs. Edna Agenbroad, Bruneau, Idaho  
Adam Blackstock, State Senator, Owyhee County, Homedale, Idaho  
Bob Weatherill, State Senator, Elmore County  
Nick Porozoff, Elko, Nevada  
Carl Shuck, Elko, Nevada

The delegation suggested that a five-year plan of improvement of State Highway No. 51 to the Nevada line be considered, giving priority to beginning at the end of the present pavement south of Bruneau, and that the paving of the hill North to the Mountain Home Bench from the Snake River be left until the requested improvements are made to the Nevada line. No commitments were made by the Board to the delegation's request.

Condemnation Orders. The following Condemnation Orders were approved and signed by the Board:

The Board, having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 127 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to wit:

A strip of land, being on the Southerly side of the center line of highway as surveyed and shown on the official plat of U. S. Highway 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying in a portion of the NW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 12, Township 3 North, Range 1 East, Boise Meridian, described as follows, to wit:

Beginning at a point in the Southerly right of way line of the present U.S. Highway 30, which point is approximately 29.0 feet South and 992.5 feet East from the North Quarter Corner of Section 12, Township 3 North, Range 1 East, Boise Meridian; thence Easterly along said Southerly right of way line of the present U.S. Highway 30, a distance of 85.0 feet, more or less, to a point; thence Southerly a distance of 26.0 feet, more or less, to a point in a line parallel to and 55.0 feet Southerly and radially from Station 321+68.9 of U. S. Highway 30 - Project No. F-3281(5) Highway Survey; thence Westerly with a 57,240.80 foot radius curve left, parallel to and 55.0 feet Southerly from the center line of said Highway Survey, a distance of 85.0 feet, more or less, to a point; thence Northerly a distance of 26.0 feet, more or less, to the point of beginning and containing approximately 0.05 acres.

Highway Station reference: 320+83.9 to 321+68.9.

And also an Easement right along:

A strip of land being 10.0 feet wide adjacent and contiguous to and parallel with the Southerly side of the above described right of way between approximate Stations 320+83.9 and 321+68.9 for the purpose of installing a pipe line across said property, said strip containing 0.02 acres, more or less.

3. That the record owners of the said hereinabove described Parcel No. 127 are George C. Savage and Faye B. Savage, his wife, subject to a mortgage to the Provident Federal Savings and Loan Association.

69  
4. That the said Parcel No. 127 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 127.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 127 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

\* \* \*

The Board, having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. IN-5041(7) is a highway construction project designed for the purpose of relocating a portion of the State Highway System through Coeur d' Alene.

2. That Parcel No. 23 of Project No. IN-5041(7) consists of certain real property in Kootenai County described as follows, to wit:

A rectangular parcel of land being on both sides of the center line of highway as surveyed and shown on the official plat of U. S. Highway 10 - Project No. IN-5041(7) Highway survey on file in the office of the Department of Highways of the State of Idaho and lying in a portion of the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian, described as follows, to wit:

Beginning at a point 16.5 feet North and 1069.25 feet West of the Southeast corner of the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian; thence West 50.0 feet to a point; thence North 160.75 feet to a point; thence East 50.0 feet to a point; thence South 160.75 feet, more or less, to the point of beginning and containing 0.185 acres, more or less.

Highway Station Reference: 77+15.3 to 77+66.8.

And also the Building located on the hereinabove described parcel of land.

3. That the record owners of the said hereinabove described Parcel

No. 23 are Herman C. Ostermeyer and Sarah Ostermeyer, his wife, subject 61 to a mortgage to A. G. Morris and Subject to two liens in favor of the Retail Credit Bureau.

4. That the said Parcel No. 23 is necessary to the construction of the said Highway Project No. IN-5041(7) and that the construction of the said Highway Project No. IN-5041(7) is impossible without the acquisition of said Parcel No. 23.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 23 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the real property hereinabove described is necessary to the construction and maintenance of said Highway Project IN-5041(7).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property through the power of Eminent Domain.

Dated this 20th day of November, 1956.


- - - -

A. F. Westerburg Claim for Damages. The matter of the claim for damages by A. F. Westerburg, S-1778(2), was heard in detail by the Board, whereupon, the Board determined there was no legal liability on the part of the Idaho Department of Highways, and thereupon denied said claim.

Expense Vouchers. The Board approved Expense Vouchers as follows: D. P. Jones, (September to October 3), \$86.30; L. K. Floan, (September to October 3), \$80.95 and \$94.70; and R. C. Rich, (September 25 to October 4), \$100.50.

Minutes. The Minutes of the regular Board Meeting held October 1-3, 1956, were read and approved.

THEREUPON, the Board adjourned, to convene at their next regularly scheduled meeting to be held December 12, 13 and 14, 1956.

  
R. C. RICH, Chairman

Done at Boise, Idaho  
December 12th, 1956

November 20, 1956

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 12, 13 &amp; 14, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., December 12, 1956.

Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The minutes of November 14, 1956, and the minutes of the regular Board meeting held November 19 and 20, 1956 were read and approved.

Bids. The Board reviewed the results of bid openings held December 4th and 11th and concurred in the State Highway Engineer's awarding the following contracts:

S-2744(2) - Consisting of reconditioning the existing roadbed and constructing a roadmix bituminous surface on 2.290 miles of the Saunders Corner South Road in Jerome County - Federal Aid Secondary and County financed. Subject to the concurrence of the Jerome County Commissioners, the contract was awarded to Holmes Construction Company, Heyburn, Idaho, the low bidder, on December 7, 1956, in the amount of \$46,359.50, the Engineer's Estimate being \$59,186.25.

F-2351(1) & STOCKPILE NO. 128 - Consisting of constructing the roadway, a bituminous surface treatment and a 100 foot concrete bridge on 6.696 miles of Highway U.S. 26 from Bliss-East, and providing a maintenance stockpile at Bliss, in Gooding County - Federal Aid Primary and State financed. The Contract was awarded on December 7, 1956 to the low bidder, Carl E. Nelson Construction Co., Inc., Logan, Utah, in the amount of \$480,089.00, the Engineer's Estimate being \$575,498.50.

STOCKPILE PROJECT NO. 175, consisting of furnishing crushed gravel and cover coat material in stockpiles, adjacent to U.S. Highway 20, approximately 1 mile S.E. of Parma, in Canyon County - State financed. The contract was awarded on December 12, 1956 to the low bidder, Barnhart & Wheeler Contractors, Inc., Pocatello, Idaho, in the amount of \$18,570.00, the Engineer's Estimate being \$30,750.00.

Revised Travel and Subsistence Allowances. The Board authorized increased travel and subsistence allowances for survey crews and field service employees in the amount of \$1.00 per day in the respective classifications, causing them to be \$5.00 and \$6.00 per day.

Out of State Travel. The attendance of two Right-of-Way personnel to the Appraisal School at Eugene, Oregon, February 3-18, 1957, and two Right-of-Way personnel to the Yakima School February 17 to March 3 was authorized by the Board.

68

G. Bryce Bennett, State Highway Engineer, reported on the annual A.A.S.H.O. convention held in Atlantic City, November 27 to 30, 1956.

Personnel Classification Changes. Upon the recommendation of the State Highway Engineer, approval by the Board was given establishing new positions of Chief Geologist, Group V, and Highway Geologist, Groups II and III.

Peter Kiewit A.E.C. Claim. The claim of Peter Kiewit Sons' Company regarding Idaho Project F-6422(1) on Twin Buttes Highway in Bonneville County, Contract No. 1517, came before the Board for a final review, whereupon the Board denied said claim.

Requests of Weiser and Payette for Public Hearings Regarding Interstate. The requests of Weiser and Payette for public hearings on the location of the Interstate Highway from Desert Center to the Oregon Line were denied upon the advice of Assistant Attorney General, Allan G. Shepard, in that the by pass law does not contemplate hearing cities wherein highways are not changed; the proposed changes of US 30N in the area of Payette and Weiser having previously been satisfied by hearings in the respective towns according to statute.

Household Moving Expenses. Household moving expenses were authorized by the Board for the following:

Vale McMinn - Pocatello to Blackfoot

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Thursday, December 13, 1956.

THURSDAY, DECEMBER 13, 1956

The Board reconvened at 8:00 a.m. in the offices of the Department of Highways at 6th and Main, Boise, Idaho, with all members of the Board, the State Highway Engineer and the Secretary present.

Traffic Matters - Removal from the State Highway System. The Board approved and signed the following Resolutions:

WHEREAS, construction of 15.801 miles of State Highway No. U.S. 26 on new location beginning at a point in Sec. 8, T. 1 S., R. 45 E., 9.676 miles east of Swan Valley and ending at a point in Sec. 34, T. 2 S., R. 46 E., at the Wyoming State line has made continuance of the old road as a portion of the State highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE, BE IT RESOLVED, that this portion of the old road, 15.028 miles in length, is hereby removed from the State Highway System, effective this date.

December 13, 1956

WHEREAS, construction of 32.181 miles of State Highway No. US 191 on new location beginning at a point in Sec. 36, T. 9 N., R. 42 E., in Ashton and ending at a point in Sec. 36, T. 14 N., R. 43 E., at Macks Inn has made continuance of portions of the original road as a part of the State Highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that the portion of the old road between Bear Gulch and Macks Inn, 28.664 miles in length, is hereby removed from the State Highway system, effective this date.

- - - - -

WHEREAS, construction of 0.294 miles of State Highway No. US 95 on new location beginning at a point in Sec. 2, T. 25 N., R. 1 E., 0.420 mile south of Lucile and ending at a point in Sec. 2, T. 25 N., R. 1 E., 0.071 mile north of Lucile has made continuance of the original road as a portion of the State Highway system no longer essential, all as shown on the sketch map attached hereto.

THEREFORE be IT RESOLVED, that this portion of the old road, 0.491 mile in length, is hereby removed from the State Highway System, effective this date.

Administrative Procedure Regarding Acquisition of Property in Excess of \$20,000. The Board approved and signed the following:

This Board having had and considered the recommendations of the Chief Right of Way Agent, State Highway Engineer and the Assistant Attorney General, the Department is hereby directed and required to conform to the following administrative procedure in the acquisition of property either by negotiation or condemnation:

Whenever the acquisition of any single parcel of property is being contemplated by the Department for any purpose, either by negotiation or condemnation, and the contemplated purchase price of such parcel or the judgment of any court in condemnation is in excess of \$20,000, the Department is directed to secure the approval of this Board before consummating any such purchase or paying any such judgment.

Department Management and Employee Survey. The Board authorized State Highway Engineer, G. Bryce Bennett, to engage the Services of Harvey A. Sartorius, Industrial Relations Consultant, representing Ebasco Services, Inc., of New York, N. Y., to conduct in 1957 a statewide departmental management and employee survey. This service is not to exceed a cost of \$20,000.

1957 Construction Program. The Board authorized the Department of Highways to proceed with a \$60,000,000 construction program, specifying the Department should proceed with projects outlined (see Department of Highways 1957 Program) when plans and specifications are completed, right-of-way acquired, approval of U.S. Bureau of Public Roads is obtained and funds become available. Approximately one-third of this work will be placed under contract in 1957; the remainder will be contracted as soon as practicable.

65  
THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Friday, December 14, 1956.

FRIDAY, DECEMBER 14, 1956

The Board reconvened at the offices of the State Highway Department at 8:00 a.m., Friday, December 14th, with all members of the Board, the State Highway Engineer and the Secretary present.

Condemnation Order: The following Condemnation Order was approved and signed by the Board:

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. IN-5041(7) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System through Coeur d' Alene.

2. That Parcel No. 21 of Project No. IN-5041(7) consists of certain real property in Kootenai County described as follows, to wit:

A triangular parcel of land being on the Southwesterly side of the center line of highway as surveyed and shown on the official plat of U.S. Highway 10 - Project No. IN-5041(7) Highway survey on file in the office of the Department of Highways of the State of Idaho, and lying in a portion of the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian.

Beginning at a point 615.0 feet West and 176.31 feet South from the Northeast corner of the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian; thence running West along Grantor's North property line 41.3 feet to a point; thence South 74°33'50" East - 42.9 feet to a point in Grantor's East property line; thence North along said East property line for a distance of 11.6 feet, more or less, to the point of beginning and containing 0.006 acres, more or less.

Highway Station reference: 82+40 to 82+83.

3. That the record owners of the said hereinabove described Parcel No. 21 are Joseph F. Van Troba and Elma Van Troba, his wife, subject to a mortgage to the First Federal Savings and Loan Association of Coeur d' Alene.

4. That the said Parcel No. 21 is necessary to the construction of the said highway Project No. IN-5041(7) and that the construction of the said highway Project No. IN-5041(7) is impossible without the acquisition of said Parcel No. 21.



5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 21 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

6. That it is necessary in connection with the construction and maintenance of the said Project IN-5041(7) that such rights of access, if any there be, to the said highway Project No. IN-5041(7) be extinguished and prohibited.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. IN-5041(7).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 14th day of December, 1956.

Western Construction Company Claim. Mr. Hank Knippel of the firm of Western Construction Company, came before the Board regarding that firm's claim, Idaho Project No. S-6809(1), Squirrel Road in Fremont County, and the Board deferred its decision on the matter until its January meeting.

Griffenhagen and Associates. Griffenhagen and Associates of New York City appeared before the Board to offer their services to the Department for an employee management survey.

Concrete Pipe Industry. Mr. Bill Jonnason, Secretary of the Department of Commerce & Development, appeared before the Board in behalf of the concrete pipe industry in Idaho.

Snow Removal - Idaho City-Lowman Road. President Robert Porter of Porter Brothers Mining Company at Lowman, appeared before the Board regarding snow removal this winter from State Highway 21, Idaho City to Lowman. Upon the recommendation of Maintenance Engineer, N. L. McCrea, and State Highway Engineer, G. Bryce Bennett, the Board indicated the same program as prevailed last year can be expected for this section of State Highway 21. A Department wedge plow stationed at Idaho City would operate until the snow depth becomes too great, and that a rotary plow would be brought in only when it could be spared from higher priority highways in District No. 3.

Boise City Council Delegation. Mayor Edlefsen and the Boise City Council appeared and discussed the purpose of the State Highway improvements within the city of Boise; i.e., improvements of Front Street and Fairview Avenue from 16th Street to the Fairview Bridge.

Pocatello Belt Route Delegation. Mr. Cantril Nielsen and Wendall Marshall of Pocatello next appeared before the Board, asking for as much consideration as can be shown in moving the location of the proposed Pocatello by pass as far east as possible in the vicinity of the first addition of College Terrace, University Park Subdivision in that area.

Camas County Commissioners. Camas County Commissioners and Senator Max Hansen of Fairfield, Camas County, appeared before the Board requesting that State Highway 46 be extended northerly to the Forest Boundary.

In answer to the inquiry as to the proposed improvements of State Highway 68, the Board informed them that the area from Toll Gate to Dixie was programmed for 14 miles of preliminary engineering to surface and apply a bituminous surface treatment.

Expense Vouchers. The Board approved Expense Vouchers as follows: L. K. Floan, (November 13 to 20), \$80.35; D. P. Jones, (November 12 to 20), \$101.85; and R. C. Rich, (November 18 to 20), \$49.17.

THEREUPON, the Board adjourned to meet at their next regularly scheduled meeting, to be held January 15, 16, 17 and 18, 1957.




---

R. C. RICH, Chairman  
BOARD OF HIGHWAY DIRECTORS

Done at Boise, Idaho  
January 15<sup>th</sup>, 1957

68  
OFFICIAL MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 10, 1957

Hearing Transcripts. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the Idaho 1955 Session Laws, the Board reviewed the hearing transcripts of the public hearings held at the Inkom City Hall, Inkom, Idaho, at 8:00 p.m., January 2, 1957; at the Arimo City Hall, Arimo, Idaho, at 3:00 p.m., January 3, 1957 and at the McCammon City Hall, McCammon, Idaho, at 10:00 a.m., January 3, 1957, and made its decisions as follows:

In the matter of the proposed changes in the State Highway System in and in the vicinities of the Villages of Inkom, Arimo and McCammon, the Board finds and determines that the following changes in the State Highway System in and in the vicinities of Inkom, Arimo and McCammon, known as Project ST-1031(505), to wit:

1. The construction, on principally a new location, of a four lane Interstate Freeway with bituminous plantmix surface, from Deep Creek northerly to a point near the south city limits of Pocatello, approximately 53.8 miles by the present route, as compared to 49.4 miles by the proposed relocated freeway.
2. The proposed freeway to be constructed to Interstate standards with planned controlled access.
3. The proposed freeway to by-pass Arimo, Downey, Inkom and McCammon. Paved connections to adequate two-lane standards to be provided and maintained as parts of the State Highway System to serve those towns.
4. The existing State Highway US 91-191 from Virginia northerly to the end of the project to be removed from the State Highway System.

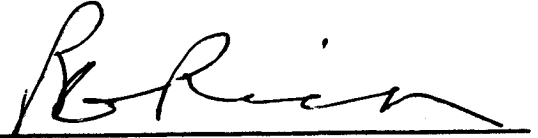
will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Villages of Inkom, Arimo and McCammon from said proposed changes.

\* \* \* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, the Board reviewed the hearing transcript of the public hearing held at the Municipal Hall in Downey, Idaho, at 7:00 p.m., January 3, 1957, and made its decision as follows:

In the matter of the proposed changes in the State Highway System in and in the vicinity of the Village of Downey, known as Project No. ST-1031(505), the Board of Highway Directors does hereby order a continuation of the hearing at Downey on January 31, 1957 at 8:00 p.m., in the Downey Municipal Hall, at which time a supplemental proposal will be presented for the approval of the Downey Village Board,

pursuant to Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the 1956 Federal Aid Highway Act.



R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
February 4<sup>th</sup>, 1957

January 10, 1957

70  
MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 15, 16, 17 & 18, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho at 8:00 a.m., January 15, 1957.

Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular Board meeting held December 12, 13 & 14, 1956, were read and approved.

Bids. The Board reviewed the results of the bid opening held December 18, 1956 and concurred in the State Highway Engineer's awarding of the following contract:

PROJECT NO. FG-4113(8) - Consisting of constructing a railroad underpass, the roadway and a bituminous surface treatment on 0.019 mile of U.S. Highway 95 at Grangeville, in Idaho County - State and Federal financed. The contract was awarded on December 19, 1956, to the low bidder, Colonial Construction Company, Spokane, Washington in the amount of \$90,260.00, the Engineer's Estimate being \$97,470.00.

Salary Increase for D. Hill. A salary increase of \$21.00 per month was approved by the Board for D. Hill, District Materials Technician, Boise.

Camp Ground Brochure. Approval was given by the Board for the printing of 100,000 eight-sheet camp ground brochures.

Ten Foot Wide House Trailers. A discussion of the pressures to attend the allowing of 10 foot wide house trailers on the state highways resulted in the Boards' refusal to allow the same, only except by permit when loaded on cargo trailers.

Out of State Travel. Out of state travel for L. F. Erickson to San Francisco to attend the Pacific Coast Conference on Asphalt classification February 3rd through 6th was approved by the Board.

A.A.S.H.O. 1957 Dues. The Board approved the payment of 1957 A.A.S.H.O. dues in the amount of \$844.50.

Priority of Public Lands Funds. The Board gave the following projects in Idaho priority for Public Lands Funds.

January 15, 1957

1. Lewis & Clark Highway
2. Mountain Home - Hill City
3. Ketchum - Chilly

U.S. 30 to Serve Buhl and Hagerman. The Board instructed State Highway Engineer, G. Bryce Bennett, that in highway planning U.S. 30 should serve Buhl and Hagerman as the penetrating main route in its present location.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Wednesday, January 16, 1957.

WEDNESDAY, January 16, 1957

The Board reconvened at the offices of the State Highway Department at 8:00 a.m., Wednesday, January 16, 1957, with all members of the Board, the State Highway Engineer and the Secretary present.

Approval of \$24,947.50 Payment for Right of Way in Pocatello. Upon the recommendation of Chief Right-of-Way Agent, R. L. Byrum, and State Highway Engineer, G. Bryce Bennett, the Board approved payment of \$24,947.50 to Leo J. Townsend and Helen B. Townsend, his wife, record owners, and James D. Chastain and Charlotte C. Chastain, his wife, contract purchasers, for a parcel of land and improvements at Pocatello, Idaho located at Maple Street and the junction of U.S. 91, described as Lots 10-11-12, Block, 335, Pocatello Townsite.

Extending U.S. 30 Through Kimberly. Approval for the extending of U.S. 30 improvements an additional  $1\frac{1}{2}$  miles through Kimberly was given by the Board.

Condemnation Order. The following Condemnation Order was approved and signed by the Board:

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3301(1) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Star and Eagle.
2. That Parcel No. 53 of Project No. F-3301(1) consists of certain real property in Ada County described as follows, to wit:

An irregular strip of land being on the Northerly side of the center line of highway as surveyed and shown on the official plat of State Highway No. 44 - Project No. F-3301(1) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across the East 432.3 feet of the NW $\frac{1}{4}$ SW $\frac{1}{4}$  and across the NE $\frac{1}{4}$ SW $\frac{1}{4}$ , except the East 792.0 feet of the South 660.0 feet, all being in Section 8, Township 4 North

Range 1 East, Boise Meridian, described as follows, to wit:

Beginning at the point of intersection of the Northerly right of way line of the former Boise and interurban Railway and an existing North and South fence line, approximately 1397.0 feet North and 902.2 feet East from the Southwest corner of Section 8, Township 4 North, Range 1 East, Boise Meridian; thence Northerly along said existing North and South fence line 23.0 feet, more or less, to a point in a line parallel with and 60.0 feet distant Northerly from the center line of State Highway No. 44 - Project No. F-3301(1) Highway Survey; thence Easterly along said parallel line being a 22,978.31 foot radius curve right a distance of 509.0 feet to a point; thence Northerly and radially 75.0 feet; thence Easterly along a line being a curve to the right of 23,053.31 foot radius, parallel with and 135.0 feet distant from the center line of said Highway Survey a distance of 400.0 feet; thence Southerly and radially 38.0 feet, more or less, to a point in Dry Creek; thence South  $61^{\circ}00''$  East a distance of 62.0 feet, more or less, to a point; thence South  $75^{\circ}00'$  East a distance of 15.0 feet, more or less, to a point in the West line of the East 792.0 feet of the Southerly 660.0 feet of the NE $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 8, which point is approximately 1389.0 feet North and 792.0 feet West from the South Quarter corner of said Section 8; thence South along said West line 28.0 feet, more or less, to a point in the Northerly right of way line of the said former Boise and Interurban Railway; thence Westerly along said Northerly right of way line a distance of 984.3 feet, more or less, to the point of beginning and containing 1.24 acres, more or less.

Highway Station Reference: 873/36 to 883/20.3.

3. That the record owner of the said hereinabove described Parcel No. 53 is Mary Louise Tucker, Trustee for Julie Tucker, a minor.

4. That the said Parcel No. 53 is necessary to the construction of the said highway Project No. F-3301(1) and that the construction of the said highway Project No. F-3301(1) is impossible without the acquisition of said Parcel No. 53.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 53 from the above mentioned record owner of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-3301(1).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 16th day of January, 1957.

Removal from the State Highway System. The Board approved the removal from the State Highway System of the following:

WHEREAS, construction of 3.146 miles of State Highway No. US 30 on new location beginning at a point in Sec. 19, T. 8 S., R. 14 E., 6.477 miles south of Hagerman and ending at a point in Sec. 5, T. 9 S., R. 14 E., 7.701 miles west of Buhl has made continuance of the original road as a portion of the State Highway system no longer essential, all as shown on the sketch map attached hereto,

NOW THEREFORE BE IT RESOLVED, that this portion of the old road, 3.494 miles in length, is hereby removed from the State Highway System, effective this date.

Urban Speeds. The following urban speed minute entries were approved by the Board:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Alameda; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated October 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Alameda should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Alameda; said urban portions of the State Highway System and prima facie speed limits being as follows:

January 16, 1957



74 Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 91 & 191	Yellowstone Ave.	North City Limits to Pine St.	35
2.	US 91 & 191	Yellowstone Ave.	Pine Street to Elm Street	25
3.	US 91 & 191	Yellowstone Ave.	Elm St. to South City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated October 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Alameda, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Alameda shall henceforth be effective at all times during the hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Shoshone; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated May 29, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Shoshone, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Shoshone; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 20T-26	South Rail St.	West City Limits to Carlo St.	35
2.	US 20T-26	South Rail St.	Carlo Street to Greenwood St.	25
3.	US 93	Greenwood St.	South City Limits to Boise St.	35
4.	US 93	Greenwood St.	Boise St. to South Rail St.	25
5.	US 26-93 & US 20T	Greenwood St.	South Rail Street to North Rail St.	25

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
6.	US 93	Greenwood St.	North Rail St. to Ridgeway St.	25
7.	US 93	" "	Ridgeway St. to No. City Limits	35
8.	US 20T-26-93A	North Rail St.	Greenwood St. to M.P. 179.80	25
9.	US 20T-26-93A	North Rail St.	M.P. 179.80 to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated May 29, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Shoshone, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Shoshone shall henceforth be effective at all times during hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Lava Hot Springs; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated August 9, 1956, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Lava Hot Springs, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Lava Hot Springs; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 30 N	None	West Village Limits (M.P. 332.70) to M.P. 333.15	50

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
2.	US 30 N	None	M.P. 333.15 to M.P. 333.35	35
3.	US 30 N	None	M.P. 333.35 to M.P. 333.60	50
4.	US 30 N	None	M.P. 333.60 to North Village Limits (M.P. 333.85)	60-55
5.	US 30 N(Conn)	None	Jct. with US 30N to Main Street	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated August 9, 1956, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Lava Hot Springs, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Lava Hot Springs shall henceforth be effective at all times during hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Middleton; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated September 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Middleton, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Middleton; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	S.H. 44	Main Street	West City Limits to Dewey Avenue	25
2.	S.H. 44	None	Dewey Avenue to M.P. 35.15	35
3.	S.H. 44	None	From M.P. 35.15 to East City Limits	60-55

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board

January 16, 1957

of Highway Directors dated September 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Middleton, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Middleton shall henceforth be effective at all times during hours of daylight or darkness.

- - - - -

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Pocatello; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated November, 19, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Pocatello, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Pocatello; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 30 N	None	North City Limits (M.P. 295.95) to M.P. 296.10	60-55
2.	US 30 N	None	M.P. 296.10. to Hawthorne Rd. (M.P. 296.45)	50
3.	US 30 N	Hawthorne Road	M.P. 296.45 to M.P. 296.75	35
4.	US 30 N	Main St.	M.P. 296.75 to King Street	35
5.	US 30 N	Main St.	King Street to Gould Street	25
6.	US 30 N (EB)	Gould St.	Main Street to Arthur Street	25
7.	US 30 N (EB)	Arthur St.	Gould Street to Halliday Street	25
8.	US 30 N (EB)	Halliday St.	Arthur Street to 5th Avenue	25

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
9.	US 30 N (WB)	Center St.	5th Avenue to Main Street	25
10.	US 30 N (WB)	Main Street	Center Street to Gould Street	25
11.	US 30 (Conn)	Gould St.	Main Street to Oak Street	25
12.	US 30 (Conn)	Oak St.	Gould Street to Pocatello Street	25
13.	US 91, 191 & 30N	5th Ave.	South City Limits (M.P. 72.95) to Swisher Road	50
14.	US 91, 191 & 30N	5th Ave.	Swisher Rd. to East Sutter Street	35
15.	US 91, 191 & 30N	5th Ave.	East Sutter St. to Halliday St.	25
16.	US 91, 191 & 30N (WB)	5th Ave.	Halliday Street to Center Street	25
17.	US 91 & 191	Quinn Road	North City Limits to Monroe Ave.	35
18.	US 91 & 191	Monroe Ave.	Quinn Rd. to North Pocatello City Limits	35
19.	US 91 & 191	Pocatello Ave.	Oak Street to 5th Avenue	35
20.	US 91 & 191	5th Avenue	Pocatello Street to Center Street	25
21.	US 91 & 191 (Conn)	None	Hawthorne Rd. to Pole Lime Rd. (M.P. 297.20)	50
22.	US 91 & 191 (Conn)	None	Pole Line Road to Gould Street	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated November 19, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Pocatello, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Pocatello shall henceforth be effective at all times during hours of daylight or darkness.

Amended Resolutions for Designation of Controlled-Access. The Board signed and approved the following resolutions:

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 20 in the general vicinity between Boise and Caldwell, Idaho, and specifically designated as that portion of Project No. F-3021(5), between Stations 444/82.4 and 465/90, beginning at a point 1004.1 feet East from the Intersection of the center line of the Star Road with the center line of U.S. Highway No. 20 and extending Westerly to a point 1103.5 feet West from said intersection and being approximately 0.40 miles in length; and also that portion of said U.S. Route 20 between Stations 813/43 and 831/50 of said Project F-3021(5) beginning at a point 786.0 feet East of the intersection of the center line of the Eagle Road with the center line of U.S. Highway No. 20 and extending to a point 1035.3 feet West from said intersection and being approximately 0.34 miles in length, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

County Road Approach at Stations 455/87 North and South sides, 823/78.3 North and South sides.

Farmstead Approaches at Stations 460/80 South side, 817/80 South side.

Home Approach at Station 830/94 North side.

Farm Approaches at Stations 830/00 South side, 817/60 North side, 819/00 North and South sides.

Service Station Approaches at Stations 824/40 North side, 826/15 North side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

This Resolution is in lieu of that certain Resolution passed by the Idaho Board of Highway Directors on November 20, 1956, covering the above highway project.

- - - - -

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 in the general vicinity between Twin Falls and Burley, Idaho, and specifically designated as that portion of Project No. F-2361(7), between Stations 1219/50 and 1258/60, beginning at a point on the section line between Sections 8 and 17, Township 11 South, Range 20 East, Boise Meridian, approximately 655.0 feet East of the Northwest corner of Section 17, Township 11 South, Range 20 East, Boise Meridian and extending Easterly along said section line for a distance of 0.74 miles to a point approximately 693.0 feet West from the Northeast corner of Section 17, Township 11 South, Range 20 East, Boise Meridian, as shown on the official plats

thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

County Road Approach at Station 1226/22.5 North side.

Farmstead Approaches at Stations 1243/61 North side, 1223/48 South side, 1226/25 South side.

Farm Approaches at Stations 1238/80 North and South side, 1252/00/ South side, 1252/70 North side, 1252/72 South side, 1258/36 North side.

Canal Approaches at Stations 1233/00<sup>+</sup> North side, 1233/25 South side, 1235/00 North and South sides.

Cellar Approach at Station 1224/13 South side.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

This Resolution is in lieu of that certain Resolution passed by the Idaho Board of Highway Directors on November 20, 1956, covering the above highway project.

- - - - -

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 20 & 26 in the general vicinity between Bliss and Gooding, Idaho, and specifically designated as that portion of Project No. F-2351(1) between Stations 160/72 and 456/03.2 Back = 57/08.5 ahead and 95/35, beginning at the point of intersection of the Northeasterly right of way boundary line of the North side Branch of the Union Pacific Railroad and the center line of U.S. Highway 20 & 26, Project No. F-2351(1) Highway Survey; which point is approximately 138.0 feet West and 2.6 feet North from the Northeast corner of Section 8, Township 6 South, Range 13 East, Boise Meridian, and extending Easterly 6.32 miles to a point on Highway center line on the West line of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 9, Township 6 South, Range 14 East, Boise Meridian, approximately 28.0 feet South and 1320.0 feet East from the Northwest corner of said Section 9 as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited except for:

Farmstead Approaches at Stations 162/53 North side, 175/48 South side, 186/38 North side, 188/70 South side.

Farm Approaches at Stations 162/50 South side, 175/06 North side, 175/66 North side, 200/45 North and South sides, 200/76 South side, 200/86 North side, 201/52 North side, 240/92 South side, 265/90 South

side, 267/41 North side, 281/62 North side, 292/50 North side, 294/45 North and South sides, 320/80 North side, 334/45 North side, 350/00 South side, 360/00 North side, 374/04 North side, 392/45 North side, 427/40 North side.

Ditch Approaches at Stations 339/66 North side and 340/30 North side.

County Road Approaches at Stations 215/05 South side, 267/59 South side, 320/80 South side, 374/04 South side, and access from adjoining U.S. Government Land.

It is the Order of the Board that such prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

This Resolution is in lieu of that certain Resolution passed by the Idaho Board of Highway Directors on November 20, 1956, covering the above highway project.

- - - - -

Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as State Route No. 25 in the general vicinity between Wendell and Jerome, Idaho, and specifically designated as that portion of Project No. F-2441(4), between Stations 2090/70 and 2130/10, beginning on the South line of Section 14, Township 8 South, Range 16 East, Boise Meridian, approximately 1320.0 feet West from the Southeast corner of said Section 14 and running East 0.75 miles to an intersection with Fir Street in the city of Jerome, Idaho, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, and as shown on the plat attached hereto, is designated as a controlled-access highway between aforesaid termini and access thereto is prohibited, except for:

Residential Approaches at Stations 2101/30 North side, 2105/30 North side, 2111/14 North side, 2121/26 South side.

County Road Approaches at Stations 2104/68 North side, 2122/64 South side.

Farmstead Approach at Station 2113/80 North side.

Canal and Farm Approach at Station 2103/80 North side.

Theater Exit at Station 2093/00 South side.

Sale Yard Approaches at Stations 2096/36 South side and 2103/80 South side.

Feed Yard Approach at Station 2108/54 North side.



Field Approaches at Stations 2116/86 North and South sides, 2104/65 South side.

Parking Lot Approach at Station 2118/90 North side and 2117/16 North side.

City Street Approaches at Stations 2126/50 South side, 2130/40 North and South sides.

Railroad Depot Approaches at Stations 2095/40 North side, 2128/50 South side.

Scale Approach at Station 2119/30 North side.

Service Approach at Station 2120/75 North side.

Warehouse Approaches at Stations 2121/40 North side, 2127/50 North side.

Warehouse and office at Station 2122/16 North side.

Warehouse and scales at Station 2123/32 North side.

Potato Cellar at Station 2124/05 North side.

Driveway to Cellar at Station 2125/25 North side.

Greenhouse Approach at Station 2129/00 North side.

It is the Order of the Board that such a prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended.

This Resolution is in lieu of that certain Resolution passed by the Idaho Board of Highway Directors on November 20, 1956, covering the above highway project.

U. S. Bureau of Reclamation, U.S. Bureau of Public Roads and Department Meeting. A delegation representing the Bureau of Reclamation, Farmer's Home Administration and the Highway Department Engineers met to discuss the best alignment through the veteran's new development area in the desert West of Paul, as to whether the proposed Interstate Highway location would be on the section or half section line. A withdrawn strip 300 feet wide having been reserved by the Bureau of Reclamation on the section line prior to the construction of the veteran's project for the proposed Interstate highway, and in view of the severe damage to veteran's allotments for their units, which are in a state of advance improvement and development, it was decided by all agencies present to proceed with the highway on the section line set aside for that purpose. Mr. C. R. Salmen and Mr. F. E. Andrews, Bureau of Public Roads at Portland, at a later meeting in the day, concurred in the section line location through this veteran's project.

January 16, 1957

Present at the meeting were the following:

83

S. E. Johnson, Chief Locating Engineer, Department of Highways  
W. H. Clark, U. S. Bureau of Reclamation, Rupert  
O. L. Kime, U. S. Bureau of Reclamation, Rupert  
R. H. Harris, U. S. Bureau of Reclamation, Region 1, Boise  
R. T. Van Uden, Solicitor's Office, Department of Interior  
C. C. Hallvik, Principal Highway Engineer, B. P. R. Boise  
C. R. Salmen, District Engineer, U.S. Bureau of Public Roads  
L. J. Ross, Chief Design Engineer, Department of Highways  
L. R. Swarner, U. S. Bureau of Reclamation, Region 1, Boise  
William Baugh, Jr., Farmers Home Administration, Boise  
M. L. Tillery, U. S. Bureau of Reclamation, Burley  
J. H. Cairns, Survey and Plans Engineer, Boise, Department of Highways  
Gordon Whitaker, U.S. Bureau of Reclamation, Boise  
Roscoe C. Rich, Chairman, Idaho Board of Highway Directors  
L. K. Floan, Vice-Chairman, Idaho Board of Highway Directors  
D. P. Jones, Member, Idaho Board of Highway Directors  
Wayne Summers, Secretary, Idaho Board of Highway Directors  
G. Bryce Bennett, State Highway Engineer

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Thursday, January 17, 1957.

THURSDAY, January 17, 1957

The Board reconvened at 8:00 a.m., January 17, 1957, at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer and the Secretary present.

Lewis & Clark Highway. The Board instructed State Highway Engineer, G. Bryce Bennett, to make formal request of the U.S. Bureau of Public Roads for allocation to Idaho of Public Lands money. The Board specified the Lewis & Clark Highway should receive top priority for the next allocation of Federal Public Lands funds to Idaho and urged the Congressional Delegation to request the Bureau of Public Roads in its next allocation to grant Idaho \$1,000,000 from that fund for this needed project.

Expense Vouchers. The Board approved expense vouchers as follows: D. P. Jones, (December), \$62.30; L. K. Floan, (December), \$74.49; and R. C. Rich, (December), \$69.67.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Friday, January 18, 1957.

FRIDAY, January 18, 1957

The Board reconvened at 8:00 a.m., Friday, January 18, 1957, at 603 Main Street. All members of the Board, the State Highway Engineer and the Secretary were present.

Condemnation Order: The following Condemnation Order was approved and signed by the Board:

January 17-18, 1957

84 The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter finds:

1. That Project No. F-FG-4113(6) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Craigmont and Culdesac.

2. That Parcel No. 24 of Project No. F-FG-4113(6) consists of certain real property in Nez Perce County described as follows, to wit:

An irregular strip of land being on both sides of the center line of highway as surveyed and shown on the official plat of U.S. No. 95 - Project No. F-FG-4113(6) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across Lots 27, 28, 29 and the East 307 feet of the West 500 feet of that part of Lot 21, lying South of the Railroad right of way and over a portion of Lot 26 lying East of the present U.S. Highway 95 all in Section 14, Township 35 North, Range 3 West, Boise Meridian, described as follows, to wit:

Beginning at a point approximately coincident with the South line of the Camas Prairie Railroad right of way and the East line of Lot 29 of Section 14, Township 35 North, Range 3 West, Boise Meridian, which point is approximately 1300.0 feet North and 660.0 feet East from the South Quarter corner of said Section 14; thence South  $0^{\circ}41'$  West along the East line of said Lot 29 for a distance of 290.0 feet, more or less, to a point; thence North  $88^{\circ}18'$  West along a line 150.0 feet distant Southerly from and parallel to the U.S. Highway 95 - Project No. F-FG-4113(6) Highway Survey line a distance of 1093.0 feet, more or less, to a point that bears South  $1^{\circ}42'$  West - 150.0 feet from Station 676+31.9 of said Highway Survey line; thence Westerly along a curve right of 22768.32 foot radius 150.0 feet distant Southerly from and parallel to the said U.S. No. 95 Highway Survey line for a distance of 252.0 feet, more or less, to a point in the West line of Lot 28 of said Section 14; thence South along said West line of Lot 28 of said Section 14; thence South along said West line of Lot 28 for a distance of 50.0 feet to a point; thence running in a Southwesterly direction in a straight line 795.0 feet, more or less, to a point in the Southerly right of way line of the present U.S. Highway No. 95; thence Easterly, Northerly, and Northwesterly along the present Highway right of way line for a distance of 412.0 feet, more or less, to the point of intersection of the Northerly right of way line of the present U. S. Highway No. 95 with the Southerly right of way line of the Camas Prairie Railroad; thence Easterly along said Railroad right of way line and the North line of Lot 28 of said Section 14 for a distance of 885.0 feet, more or less, to a point; thence running North a distance of 88.0 feet, more or less, to the Southerly right of way line of said Railroad; thence Easterly along the Southerly right of way line of said Railroad for a distance of 307.0 feet to a point; thence South for a distance of 60.0 feet, more or less, to a point on the North line

of Lot 28 of said Section 14; thence East along the North line of Lots 28 and 29 of said Section 14 for a distance of 640.0 feet, more or less, to a point in the Southerly right of way line of the Camas Prairie Railroad; thence Easterly along said Railroad right of way line for a distance of 202.0 feet, more or less, to the point of beginning.

Highway Station reference: 665/58 to 685/85.

Excepting that portion already dedicated by public use or otherwise as a public road, New right of way required being approximately 12.76 acres above described.

3. That the record owners of the said hereinabove described Parcel No. 24 is Al Fonburg, a widower.

4. That the said Parcel No. 24 is necessary to the construction of the said Highway Project F-FG-4113(6) and that the construction of the said Highway Project No. F-FG-4113(6) is impossible without the acquisition of said Parcel No. 24.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 24 from the above mentioned record owner of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

6. That it is necessary in connection with the construction and maintenance of the said Highway Project No. F-FG- 4113(6) that such rights of access if any there by to the said Highway Project No. F-FG-4113(6) from the remaining property of the above mentioned owner be extinguished and prohibited.

NOW, THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-FG-4113(6).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Western Construction Company Claim - Hank Knippel. The Board next reviewed the claim of Western Construction Company, Hank Knippel, owner, Idaho Project S-6809(1), Squirrel Road, Fremont County, and thereupon denied said claim.

Idaho's Concrete Pipe Industry. Idaho's Concrete Pipe Industry next called on the Board and was presented with the 1956 breakdown of construction pipe used in highway projects of concrete versus metallic, and they indicated pleasure in the Department's attempting to maintain a balance in the use by the State of metal and concrete pipe. The point was made

clear that the Department would maintain this policy as long as competitive price bidding prevailed between the two types of pipe.

Preston Delegation. A delegation of Preston City Officials next appeared before the Board and indicated their desire to have Oneida Street and State Street about one mile West be considered in their urban street improvements contemplated in this years budget. The Board indicated they would take the matter under consideration, providing money and engineering work permitted.

Pritchard Bridge - Shoshone County. Mr. L. H. Johnson of Burns-Yaak River Lumber Company, Murray, Idaho, and Don McCleary, Shoshone County Engineer, next appeared before the Board on behalf of the County and the industry of that area, requesting assistance in the replacement of the collapsed Pritchard Bridge on the North fork of the Coeur d' Alene, Forest Highway route. It was pointed out that the matter of maintenance of this road was strictly a county problem. The Board indicated they would release at Boise to the county a surplus truss-type bridge without decking, as a replacement bridge. Mr. F. E. Andrews, Bureau of Public Roads, indicated the Bureau was working up the engineering necessary to build the sub-structure of said bridge at the Pritchard Bridge site.

Mr. McCleary indicated no funds were allocated by the County for this bridge, but that the County has ear marked the funds that may be received from the insurance carrier of the truck responsible for the collapse of the bridge towards its replacement. The County has since indicated its acceptance of the surplus bridge from the State.

Indian Valley - Emmett Road Delegation. A delegation consisting of Senator Nora L. Davis, Representative C. H. Higer, Gem County, Senator Lester Palmer, Representative Charles Winkler, Adams County, and Representative W. Clay Sutton, Washington County, next appeared before the Board on behalf of the State furnishing a survey of the Indian Valley-Emmett Road for a long range plan which will eventually become a part of the State Highway System. They requested eventually it be considered as an addition to the State Highway System connecting Council with Emmett, and a better all-year route from the maintenance standpoint to North Idaho.

The Board requested the Department to furnish cost estimates for such an aerial survey at the next Board meeting.

Idaho Small Utilities Delegation. Donald Dixon, Rupert Mutual Telephone Company, Harry Bean, Gem State Telephone Company, McCall, and Robert Brown, Parma Telephone Company, Parma, next appeared before the Board on behalf of small Idaho Utilities and presented a bill proposed by the group to be presented at the Thirty-Fourth Session of the Legislature, whereby the relocation of utilities when on the rights of way of the highway, the cost of which will be borne by the highway fund. The Bill indicated Congress had ear marked matching funds specifically for this purpose, and they were informed by the Board that such was not the understanding of the Department. Department Legal Counsel, Allan Shepard was asked to sub-

mit an opinion as to what the present Idaho statutes provide in the matter of utilities relocation costs which since has been rendered as follows:

"I have discussed the proposed legislation with the Solicitor for the Bureau of Public Roads, and have obtained his opinion on certain aspects of the bill.

"Section 111 of the Federal Aid Highway Act of 1956, (70 Stat. 374) provides:

" '(a) Availability of Federal Funds for Reimbursement to States.- Subject to the conditions contained in this section, whenever a State shall pay for the cost of relocation of utility facilities necessitated by the construction of a project on the Federal-Aid primary or secondary systems or on the Interstate System, including extensions thereof within urban areas, Federal Funds may be used to reimburse the State for such cost in the same proportion as Federal funds are expended on the project: Provided, that Federal funds shall not be apportioned to the States under this section when the payment to the utility violates the law of the State or violates a legal contract between the utility and the State.' (Emphasis supplied)

"I am informed that there is no special fund from which the costs of utility relocation may be recovered. Any payments made by the State to utilities will reduce by that amount the Federal Aid money available to the State for actual highway construction.

"I should point out that this Department has a policy of paying the costs of relocating utilities when such utilities are located on their own right of way and are required to be moved by reason of highway construction. When utilities are located on presently existing highway right of way and highway construction requires their relocation, such must be done at the expense of the utility. This appears to be general practice throughout the country, and the power to require relocation at utility expense has been upheld in several recent cases. The proposed bill would require this Department to pay the cost of all utility relocation necessitated by highway construction regardless of whether the utilities facilities are located on or off presently existing highway right of way.

"Article 7, Section 17 of the Idaho Constitution provides that highway user revenues must be used for the construction, repair, maintenance and traffic supervision of the public highways of this state and may not be diverted to other purposes.

"It is my opinion that the proposed bill would be a violation of said section of the Constitution of the State of Idaho. It is further my opinion that reimbursement of Federal Aid funds for such purposes could be refused under said Section 111 of the Federal Aid Act. See underlined portion of said section as quoted above"

January 18, 1957

Delegation for Bogus Basin Road. Sib Kleffner, Art Wilson, Land Commissioner, and Spencer C. Barrett, Boise Basin Recreational Association, next appeared asking if the Board could see any way in assisting Ada County and Boise County in paving Bogus Basin Road in Ada and Boise Counties, the latter being in the National Forest. The Board replied that since the road is not on the State Highway System, no State funds could be spent in paving or maintaining this road. Snow removal is being done by the State on a reimbursing contract basis with Ada County and the Bogus Basin Recreational Association.

S. H. 24 - Dietrich to Kimama Delegation. Senator Jack Murphy and Representative Floyd Kisling appeared before the Board regarding improvements on State Highway 24 from Dietrich to Kimama. The problems of a restraining order from the Union Pacific obtained back in the '20's ties the hands of the highway districts and the County from improving this road. Pumping projects have brought in considerable acreage East of Dietrich along this route. The Board indicated it would take under consideration ways and means of improving that section of State Highway 24 in Lincoln County.

Highway 34 Association Delegation: The Highway 34 Association appeared asking for the Board's consideration in bringing the highway from Wayan to Freedom up to State Highway standards, giving a closer connection from Blackfoot to Star Valley and Jackson than is now had. The Board suggested they appear at the 1957 fall Tri-Agency Forest Highway funds public hearing and present their case. No commitments were made by the Board as to participation with State funds.


Caribou County asked that the Board consider stage construction so that by 1960 Highway 34 be improved through to the Wyoming line so that tourists could be directed to and from Jackson Hole and Yellowstone Park through the Soda Springs route.

This delegation was made up of the following:

Thomas Heath, Senator, Franklin County  
 Fred M. Cooper, Senator, Caribou County, Grace  
 Ralph Harrison, State Representative, Caribou County  
 Sherwin Webb, Mayor, Preston  
 Keith P. Larson, City Councilman, Preston  
 Earl J. Miller, Blackfoot, Mayor  
 George S. Brower, Chairman, Bingham County Commissioners, Blackfoot  
 Louis B. Ritton, Caribou County Commissioner, Grace  
 J. E. Gurvin, Chamber of Commerce, Soda Springs  
 Rulon Dunn, Secretary, Preston Chamber of Commerce  
 D. A. Nash, Preston  
 C. J. Wright, Chairman, Highway Committee, Blackfoot Chamber of Commerce  
 J. C. Sandburg, President, Blackfoot Chamber of Commerce  
 Ben Johnson, Chairman, Preston Chamber of Commerce Road Committee  
 O. C. Lindhardt, Secretary, S.H. 34 Association, Grace

J. Reed Hoggan, Preston, Idaho  
Dr. Evan M. Kackley, Wayan  
Frank W. Parker, Shoshone, Bannock Tribal Council  
Eva Y. Phippeny, Shoshone, Bannock Tribal Council

THEREUPON, THE Board adjourned to reconvene at their next regularly scheduled meeting, to be held February 4, 5, 6 and 7, 1957.



---

R. C. RICH, Chairman

Done at Boise, Idaho  
February 4<sup>th</sup>, 1957

January 18, 1957



## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 4, 5, 6 &amp; 7, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho at 8:00 a.m., Monday, February 4, 1957.

## Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular Board meeting held January 15, 16, 17 & 18, 1957 and the Minute Entry of January 10, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held January 22 and 29, 1957, and concurred in the State Highway Engineer's awarding of the following contracts:

F-6501(2) - Consisting of constructing the grading and drainage on 11.142 miles of U.S. Highway No. 26, Clark Hill-Granite Hill, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded to the low bidder, Wansgaard Construction Company, Logan, Utah, on January 24, 1957, in the amount of \$771,029.75, the Engineer's Estimate being \$890,916.50.

F-1024(7) & STOCKPILE NO. 121, consisting of constructing the roadway, a plantmix bituminous surface and two 90 foot concrete bridges on 1.264 miles of Highway U.S. 30 North on North Main and Arthur Avenue in Pocatello, and furnishing crushed gravel in stockpiles in Bannock County - Federal Aid Primary and State financed. The contract was awarded to the low bidder, Carl E. Nelson Construction Company, Inc., Logan, Utah, on January 31, 1957 in the amount of \$516,488.55, the Engineer's Estimate being \$464,757.00.

ER-23(2) & STOCKPILE NO. 186 - Consisting of constructing the roadway, a bituminous surface treatment and a 237' concrete bridge on 2.330 miles of U.S. Highway No. 95, Little Warm River-Hazard Creek, and furnishing crushed rock in stockpiles in Adams and Idaho Counties - Federal Aid Emergency Relief and State financed. The contract was awarded to the low bidder, Earl L. McNutt Company, Eugene, Oregon, on January 24, 1957' in the amount of \$449,938.25, the Engineer's Estimate being \$452,495.50.

S-2831(2) - Consisting of constructing a 20' concrete culvert over Antelope Creek on the Antelope Creek Road in Butte County - Federal Aid Secondary and County financed. Subject to the concurrence of the Butte County Commissioners the contract was awarded to the low bidder, Northside Construction Company, Jerome, Idaho, on January 24, 1957 in the

February 4, 1957

amount of \$6,554.00, the Engineer's Estimate being \$7,092.50.

91

IDAHO STOCKPILE NO. 176 - Consisting of furnishing crushed gravel and cover coat material in stockpiles, approximately 2.8 miles north of Weiser and adjacent to U.S. Highway 95 at M.P. 88.9 in Washington County - State financed. The contract was awarded to the low bidder, Aslett Brothers Construction Company, Twin Falls, Idaho, on January 24, 1957 in the amount of \$21,750.00, the Engineer's Estimate being \$23,150.00.

STOCKPILE PROJECT NOS. 138 and 139 - Consisting of furnishing crushed gravel in stockpiles at Castle Creek and Newsome Creek, adjacent to State Highway No. 14, in Idaho County - State financed. The Board concurred in the State Highway Engineer's not awarding this bid, as the low bid exceeded the Engineer's Estimate in excess of 10%.

Decision of the Board Regarding Downey Hearing. The Board signed the final determination in the matter of the proposed changes in the State Highway System in, and in the vicinity of, the Village of Downey, as follows:

The above matter having come on for hearing pursuant to notice duly given before Wayne Summers, Hearing Officer for the Idaho Board of Highway Directors, at the Downey Municipal Hall in Downey, Idaho at 7:00 p.m., on January 3, 1957, and concluding at 8:00 p.m., January 31, 1957, and a transcript having been made of the testimony and proceedings had at such hearings, and said transcripts having been duly presented to the Idaho Board of Highway Directors, and the Board having considered the same, and it appearing from said transcript that the governing body of the Village of Downey approved same and did not protest against or object to the proposed changes in the State Highway System in and in the vicinity of the Village of Downey, and the Board being fully advised in the premises hereby makes its decision in the above matter.

The Board finds and determines that the following changes in the State Highway System in and in the vicinity of Downey, Idaho, as shown on the Highway Department revised map dated January 10, 1957, and submitted for public hearing on January 31, 1957, to wit:

1. The construction, on principally a new location, of a four-lane Interstate Freeway with bituminous plantmix surface, from Deep Creek northerly to a point near the south city limits of Pocatello, approximately 53.8 miles by the present route, as compared to 49.4 miles by the proposed relocated freeway.
2. The proposed freeway to be constructed to Interstate standards with planned controlled access.
3. The proposed freeway to by-pass Arimo, Downey, Inkom and McCammon. Paved connections to adequate two-lane standards to be provided and maintained as parts of the State Highway System to serve those towns.
4. The existing State Highway U.S. 91-191-30N from Virginia northerly to the end of the project to be removed from the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Downey from said proposed changes.

Out of State Travel. Out of state travel was approved by the Board for Keith Englund to interview prospective engineering graduates for Department employment at the Utah State Agricultural College February 16 through 22.

The Board also approved out of state travel for two Department employees to the Western Regional Conference on Increasing Highway Engineering Productivity March 5, 6 and 7, 1957, at Los Angeles, California.

Emmett-Council Road. Complying with the request of the Gem and Adams Counties legislative delegation at the January meeting regarding their request for a survey of the unimproved road between Emmett and Council, the Department reported that aerial surveys are already available by the Federal Government for the respective Counties' use.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at their Board Room at 8:00 a.m., Tuesday, February 5, 1957.

TUESDAY, February 5, 1957

The Board reconvened at 603 Main Street, at 8:00 a.m., Tuesday, February 5, 1957, with all members of the Board, the State Highway Engineer, and the Secretary present.

Delegation for Routing of Interstate through Boise Valley. A delegation met with the Board to present a suggested Interstate location alignment which would proceed Southerly from State Highway No. 20 - Caldwell City improvements; South along the East side of the Union Pacific Railroad; meeting a line in the vicinity of the Boise air terminal and passing Meridian to the South. A map showing the proposed alignment was left with the State Highway Engineer for the Board's consideration.

The delegation was informed that the State Highway Engineer and Chief Locating Engineer would go over the route and report to the Board what they see in the suggested Interstate location in the Boise Valley. There was 100% agreement to this line by the cities of Caldwell, Nampa and Meridian, as well as the County Commissioners.

Those relating favorable views were:

Senator William Young, Canyon County  
 Mayor Preston Capell, Nampa  
 Mayor Jason Smith, Caldwell  
 Mayor Don Storey, Meridian  
 Representative Ernest Allen, Canyon County  
 George Crookham, Jr.  
 Robert Yost

John Brandt, Director of the Nampa Chamber of Commerce, presented the advantages of the proposed route. Speakers discussing the route included

Canyon County Commissioner, Bill Grant, Caldwell Councilman and Chairman 93  
of the Road Committee, Mel Bettis. Mayor Edlefsen said that Boise does  
not want the Interstate to go through Boise, and that a bypass was de-  
sired with adequate stub connections. Additional members of the dele-  
gation were:

Chet Jamison, Nampa  
H. D. Ryan, Chamber of Commerce, Nampa, & Director of Roads  
Committee  
A. L. Wittenberger, Canyon County Commissioner  
Edson Deal, Chamber of Commerce, Nampa  
Art Garber, Caldwell  
Fran Blomquist, Chamber of Commerce, Caldwell  
Owen Sproat, Meridian, President of Chamber of Commerce  
Stan Robison, Marsing

Condemnation Orders. The Board approved and signed the following  
Condemnation Orders:

The Board having considered the report and recommendations of the  
State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or  
reconstruction project designed for the purpose of improving a portion of  
the State Highway System between Boise and Meridian.

2. That Parcel No. 124 of Project No. F-3281(5) consists of certain  
real property in Ada County described as follows, to wit:

A strip of land being on the Northerly side of the center  
line of highway as surveyed and shown on the official plat  
of U.S. Highway 30 - Project No. F-3281(5) Highway Survey on  
file in the office of the Department of Highways of the State  
of Idaho, and lying over and across a portion of the SW $\frac{1}{4}$ SE $\frac{1}{4}$   
of Section 1, Township 3 North, Range 1 East, Boise Meridian,  
described as follows, to wit:

Beginning at a point approximately 30.0 feet North and  
661.5 feet East from the South Quarter corner of Section 1,  
Township 3 North, Range 1 East, Boise Meridian; thence North  
18.1 feet, more or less, to a point in a line 50.0 feet  
Northerly from and parallel with the center line of U.S.  
Highway 30 - Project No. F-3281(5) Highway Survey; thence  
Easterly along said parallel line with 57,345.8 foot radius  
curve right, a distance of 481.40 feet, more or less, to a  
point; thence continuing along said parallel line South 89°07'  
East - 80.0 feet, more or less, to a point; thence South 20.0  
feet, more or less, to a point; thence Westerly along the  
Northerly right of way line of the present U.S. Highway 30 a  
distance of 561.0 feet, more or less, to the point of beginning  
and containing 0.25 acres.

Highway Station reference: 317+52.9 to 323+13.9.

And also:

A strip of land 10.0 feet wide, adjacent and contiguous to and parallel with the Northerly side of the above described right of way, described as follows:

Beginning at a point 48.1 feet North and 661.5 feet East from the South Quarter corner of Section 1, Township 3 North, Range 1 East, Boise Meridian; thence North - 10.0 feet, to a point in a line 60.0 feet Northerly from and parallel with the center line of said Highway Survey; thence Easterly along said parallel line with a 57,355.8 foot radius curve right, a distance of 481.5 feet, to a point; thence continuing along said parallel line South 89°07' east - 80.0 feet, more or less, to a point; thence South 10.0 feet to a point, thence North 89°07' West along a line 50.0 feet distant Northerly from and parallel with the center line of U.S. Highway 30 - Project No. F-3281(5) Highway Survey for a distance of 80.0 feet to a point; thence Westerly along said parallel line with a 57,345.8 foot radius curve left, a distance of 481.40 feet, more or less, to the point of Beginning and containing 0.13 acres for the purpose of constructing a small ditch and pipe line thereon.

3. That the record owners of the said hereinabove described Parcel No. 124 are G. B. Augustus and Olga Augustus, his wife.

4. That the said Parcel No. 124 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said Highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 124.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 124 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefor, or upon the damages which will result to the property not taken.

NOW THEREFORE, IT IS HEREBY ORDERED, that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 5th day of February, 1957.

\* \* \* \* \*

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

February 5, 1957

1. That Project No. IN-5041(7) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System through Coeur d' Alene, Idaho.

2. That Parcel No. 74 of Project No. IN-5041(7) consists of certain real property in Kootenai County described as follows, to wit:

An irregular parcel of land being on both sides of the center line of highway as surveyed and shown on the official plat of U.S. 10 - Project No. IN-5041(7) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying in a portion of Lot 1 of Section 19, Township 50 North, Range 3 West, Boise Meridian, described as follows, to wit:

Commencing at a point 666.45 feet East and South  $8^{\circ}39'$  East 30.3 feet from the North Quarter corner of Section 19, Township 50 North, Range 3 West, Boise Meridian, said point being on the South line of Mullan Avenue, 328.75 feet East of the East line of the present U.S. Highway No. 10 and which point is the REAL POINT OF BEGINNING; thence South  $8^{\circ}39'$  East - 377.0 feet; thence North  $81^{\circ}21'$  East - 20.0 feet; thence South  $8^{\circ}39'$  East 238.0 feet to a point in the North Shore of Fernan Creek; thence meandering along the North shore of the creek 133.0 feet to a point which is South  $81^{\circ}21'$  West - 125.0 feet from the last hereinbefore described point; thence continuing along the North Shore of said creek being approximately South  $46^{\circ}00'$  West a distance of 245.0 feet, more or less, to a point in the East line of present U.S. Highway No. 10; thence Southeasterly along the East line of said present U.S. Highway No. 10 a distance of 505.0 feet, more or less; to a point in the South line of Lot 1 of said Section 19; thence East along said South line a distance of 285.0 feet, more or less, to a point which is South  $84^{\circ}24'$  East - 200.0 feet from approximate Station 213/40 of U.S. 10 - Project No. IN-5041(7) Highway Survey; thence North  $2^{\circ}14'$  East a distance of 896.8 feet, more or less, to a point which is South  $86^{\circ}16'30''$  East - 150.0 feet from Station 204/44.73 of said Highway Survey; thence Northwesterly in a straight line a distance of 389.0 feet, more or less, to a point in the South line of said Mullan Avenue, which point is 115.0 feet distant Easterly, measured along said South line from the center line of said Highway Survey; thence Westerly along said South line 208.0 feet, more or less, to the Point of Beginning and containing approximately 7.35 acres.

Highway Station reference: 200/63 to 213/60.

3. That the record owner of the said hereinabove described Parcel No. 74 is Cecilia M. Eagan, a widow, and Cecelia M. Eagan, executrix by and for the estate of James R. Eagan.

4. That the said Parcel No. 74 is necessary to the construction of the said Highway Project No. IN-5041(7) and that the construction of the said highway Project No. IN-5041(7) is impossible without the acquisition of said Parcel No. 74.

96 5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 74 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

6. That it is necessary in connection with the construction and maintenance of the said highway Project No. IN-5041(7) that such rights of access if any there be to the said highway Project No. IN-5041(7) from the remaining property of the above mentioned owners be extinguished and prohibited.

NOT THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. IN-5041(7).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 5th day of February, 1957.

\* \* \* \* \*

The Board, having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Boise and Meridian.

2. That Parcel No. 81 of Project No. F-3281(5) consists of certain real property in Ada County described as follows, to wit:

A strip of land, being on the Southerly side of the center line of highway as surveyed and shown on the official plat of U.S. 30 - Project No. F-3281(5) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across Lot 7 Randall Subdivision according to the official plat thereof now on file and of record in the office of the Recorder of Ada County, State of Idaho, described as follows, to wit:

Beginning at the Northwest corner of Lot 7 of said Randall Subdivision, thence South along the West line of said Lot 7 a distance of 22.2 feet, more or less, to a point in a line parallel with and 50.0 feet distant Southerly from the center line of U.S. 30 - Project No. F-3281(5) Highway Survey; thence North 89°59' East along said parallel line a distance of 124.4 feet, more or less, to a point in the East line of said Lot 7, thence North along said East line 22.0 feet, more or less, to

February 5, 1957

the Northeast corner of said Lot 7; thence West along the North line of <sup>said</sup> Lot 7 a distance of 124.37 feet to the place of beginning and containing approximately 0.06 acres.

Highway Station reference: 235/20.1 to 236/44.5.

3. That the record owners of the said hereinabove described Parcel No. 81 are Darrell L. Field and Dorothy Field, his wife, subject to no encumbrances.

4. That the said Parcel No. 81 is necessary to the construction of the said highway Project No. F-3281(5) and that the construction of the said Highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 81.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 81 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 5th day of February, 1957.

\* \* \* \* \*

THEREUPON, The Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Wednesday, February 6, 1957.

WEDNESDAY, February 6, 1957

The Board reconvened at 603 Main Street, Boise, Idaho, on Wednesday, February 6, 1957, with all members of the Board, the State Highway Engineer, and the Secretary present.

By-Pass Hearings. By-pass hearings were approved by the Board for the following towns:

Roberts	Shelley
Idaho Falls	Blackfoot
Firth	Bliss
Basalt	

February 6, 1957



98 Delegation for Interstate Location near Twin Falls. A delegation headed by Senator Shawver, with Rex McClain, Eden farmer, C. D. Schmidgall, Eden farmer, J. R. Seeley, Hazelton farmer and Jerome County Commissioner, and G. E. Gordon, Eden farmer, appeared before the Board with a suggested alignment for the proposed Interstate Highway as follows:

From the west end of the veterans allotment West of Paul near Greenleaf School; thence Northwesterly, crossing the railroad West of McHenry and keeping to the North of Wilson Lake Reservoir to Section 19 at the West end of Wilson Lake Reservoir; proceeding Westerly on the half section line, crossing U.S. 93 two miles North of the Twin Falls Memorial Bridge; thence Northwesterly to the present Interstate location at the interchange on the section corner  $1\frac{1}{2}$  miles South of Jerome.

It was pointed out by Senator Shawver and the delegation that in resolutions presented by the Jerome, Hazelton and Eden Chambers of Commerce that much farm land would be saved by making maximum use of the desert and lava country on the suggested alignment.

Twin Falls, when approached by this delegation, took no stand on the matter.

Management and Organizational Survey. A management and organizational survey contract with Ebasco Services, Inc., Industrial Relations Consultants, at 2 Rector Street, New York, New York, was approved by the Board.

Expense Vouchers. The Board approved expense vouchers as follows:  
R. C. Rich, (January), \$68.52; L. K. Floan, (January), \$101.35; and  
D. P. Jones, (January) \$64.40.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Thursday, February 7.

THURSDAY, February 7, 1957

The Board reconvened at 8:00 a.m., Thursday, February 7, 1957 at 603 Main Street, Boise, Idaho. All members of the Board, the State Highway Engineer and the Secretary were present.

Yellowstone-Sun Valley Highway Association. A delegation headed by Wayne Clark, Gannett, Idaho, President of the Yellowstone-Sun Valley Highway Association, next appeared before the Board regarding future improvements of this route from DuBois. (Mountain Home to Dubois on State Highways 68 and 20-26-22.) It was the consensus of the delegation that future allocation of moneys to this route should be considered to apply to the Howel-Lidy Hot Springs Section. The delegation included:

R. M. Wetherell, Elmore County Senator  
Holgar Albrethsen, Senator from Blaine County  
Earle S. Wright, Clark County Senator  
Max Hansen, Camas County Senator  
Andrew Aikele, Butte County Senator

Burns Beal, Butte County Representative  
B. H. Thomas, Clark County Clerk, Dubois  
John Barr, Fairfield  
Joe A. Brown, Arco  
Fred Reich, Arco  
John L. O'Connell, Arco  
W. B. Jensen, Arco  
Ray M. Lewis, Dubois

Condemnation Order. The Board approved and signed the following  
Condemnation Order:

The Board having considered the report and recommendations of the  
State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-3281(5) is a highway construction and/or  
reconstruction project designed for the purpose of improving a portion  
of the State Highway System between Cole School and Meridian.
2. That Parcel No. 74 of Project No. F-3281(5) consists of certain  
real property in Ada County described as follows, to wit:

A strip of land being on the Northerly side of the center  
line of highway as surveyed and shown on the official plat  
of U.S. Highway 30 - Project No. F-3281(5) Highway Survey  
on file in the office of the Department of Highways of the  
State of Idaho, and lying in a portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$  of  
Section 3, Township 3 North, Range 1 East, Boise Meridian,  
described as follows, to wit:

Beginning at a point in the Northerly right of way line  
of the present U.S. Highway 30, which point is approximately  
25.0 feet North and 666.0 feet West from the Southeast  
corner of Section 3, Township 3 North, Range 1 East, Boise  
Meridian; thence Northerly along an existing North and South  
property fence line, a distance of 28.0 feet, more or less,  
to a point; thence North 89°59' East, along a line parallel  
to and 50.0 feet Northerly from the center line of U.S. High-  
way 30 - Project No. F-3281(5) Highway Survey, a distance of  
336.2 feet, more or less, to a point in an existing North and  
South property fence line; thence Southerly, along said fence  
line, a distance of 24.0 feet, more or less, to a point in  
said Northerly right of way line of the present U.S. Highway  
30; thence Westerly, along said Northerly right of way line,  
a distance of 336.2 feet, more or less, to the point of  
Beginning and containing approximately 0.20 acres.

Highway Station reference: 224+56.5 to 227+92.7.

And also:

An irregular strip of land, adjacent and contiguous to

100 the Northerly side of the above described right of way,  
described as follows:

Beginning at a point approximately 53.0 feet North and 666.0 feet West from the Southeast corner of Section 3, Township 3 North, Range 1 East, Boise Meridian; thence Northerly along an existing North and South property fence line a distance of 10.0 feet to a point in a line parallel with and 60.0 feet distant Northerly from the center line of U.S. Highway 30 - Project F-3281(5) Highway Survey; thence North  $89^{\circ}59'$  East, along said parallel line, 90.0 feet, more or less, to a point; thence North 5.0 feet, to a point in a line parallel with and 65.0 feet distant Northerly from the center line of said Highway Survey; thence North  $89^{\circ}59'$  East along last said parallel line 223.0 feet, more or less, to a point; thence North 10.0 feet to a point in a line parallel with and 75.0 feet distant Northerly from the center line of said Highway Survey; thence North  $89^{\circ}59'$  East along last said parallel line 23.0 feet, more or less, to a point in an existing North and South property fence line; thence Southerly along said fence line, 25.0 feet to a point in a line parallel with and 50.0 feet distant Northerly from the center line of said Highway Survey; thence South  $89^{\circ}59'$  West, along last said parallel line 336.2 feet, more or less, to the Point of Beginning and containing approximately 0.11 acres, for the purpose of installing an irrigation pipe line, constructing a Channel Change and installing a drain pipe thereon.

3. That the record owners of the said hereinabove described Parcel No. 74 are Kenneth C. Litz and Grace R. Litz, his wife, subject to a mortgage to Provident Federal Savings and Loan Association.

4. That the said Parcel No. 74 is necessary to the construction of the said Highway Project No. F-3281(5) and that the construction of the said highway Project No. F-3281(5) is impossible without the acquisition of said Parcel No. 74.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 74 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-3281(5).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 7th day of February, 1957.

Quit Claim Deed. Upon the recommendation of State Highway Engineer, G. Bryce Bennett, and Right-of-Way Division Head, R. L. Byrum, the Board executed the Quit Claim Deed covering the following described real property near Malad in Oneida County to Warren L. Bush, Administrator of the estate of Robert T. Bush of Malad, in Oneida County, to wit:

Commencing at a point 398 feet East of the Southwest corner of the NW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 22, Township 14 South, Range 36 East, Boise Meridian, thence running North 196 feet; thence West 108 feet; thence South 196 feet; thence East 108 feet, to the place of beginning.

THEREUPON, the Board adjourned at 5:00 p.m.

FRIDAY, February 8, 1957

The Board reconvened at 8:00 a.m., Friday, February 8, at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

Condemnation Order. The Board signed and executed the following Condemnation Order:

The Board having considered the report and recommendation of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-2371(2) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Wendell and Gooding.

2. That Parcel No. 22 of Project No. F-2371(2) consists of certain real property in Gooding County described as follows, to wit:

A strip of land being all that portion of Lots 72, 77 and 82 of South Gooding Acreages according to the official plat thereof now on file and of record in the office of the recorder of Gooding County, Idaho, lying situate Westerly of a line 60.0 feet distant Easterly from and parallel with the following described center line of highway as surveyed and shown on the official plat of State Highway 46 - Project No. F-2371(2) Highway Survey on file in the office of the Department of Highways of the State of Idaho, said lots being in the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 8, Township 6 South, Range 15 East, Boise Meridian.

Beginning at Station 523/15.2 of the said Highway Survey, which station is a point on tangent approximately 3.0 feet West from the Southwest corner of Section 8, Township 6 South, Range 15 East, Boise Meridian; thence running North 0°05' West - 1002.8 feet to Station 533/18 of said Survey, which station is a point on tangent approximately 1002.8 feet North and 3.1 feet West from the Southwest corner of Section 8, Township 6 South, Range 15 East, Boise Meridian.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 0.79 acres of the 1.31 acres above described.

3. That the record owners of the said hereinabove described Parcel No. 22 are Alva E. Gish and Zinda A. Gish, his wife, Marshall Edwin Gish, a minor, and Larry Morgan Gish, a minor, subject to a mortgage to the Hazelton State Bank, which has been assigned to the Equitable Life Assurance Society of the United States.

4. That the said Parcel No. 22 is necessary to the construction of the said highway Project No. F-2371(2) and that the construction of the said highway Project No. F-2371(2) is impossible without the acquisition of said Parcel No. 22.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 22 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-2371(2).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 8th day of February, 1957.

THEREUPON, the Board adjourned, to reconvene at their next regularly scheduled meeting, to be held March 20, 21 and 22, 1957.

  
\_\_\_\_\_  
R. C. RICH, Chairman

Done at Boise, Idaho  
March 20th, 1957

100

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 20, 21 & 22, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., March 20, 1957.

Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular Board Meeting held February 4 through 7, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held February 26 and March 12, 1957, and concurred in the State Highway Engineer's awarding of the following contracts:

U-UG-6471(3) - Consisting of constructing a railroad underpass, a highway overpass and a plantmix bituminous surface on 0.293 mile of U.S. Highway No. 191 in Idaho Falls, in Bonneville County - Federal Aid Urban and State financed. The contract was awarded on February 27, subject to the concurrence of the City Officials of the City of Idaho Falls, to the low bidder, Pickett & Nelson, Idaho Falls, Idaho, in the amount of \$454,730.50, the Engineer's Estimate being \$462,828.25.

S-2865(1) - Consisting of constructing the roadway and a roadmix bituminous surface on 3.504 miles of the Cemetery Road North, in Minidoka County - Federal Aid Secondary and County financed. The contract was awarded, subject to the concurrence of the Minidoka County Commissioners, to the low bidder on March 14, Mountain States Construction Company, Inc., Pocatello, Idaho, in the amount of \$79,531.05, the Engineer's Estimate being \$93,187.50.

ST-M-3271(513), (514), (515), 3261(504) & 3112(510) - Consisting of seal coating 47.1 miles on State 15, 52 and U.S. 95 in District #3 in Boise, Ada, Valley, Gem and Adams Counties - State financed. The contract was awarded to the low bidder, Winn & Company, Inc., Buhl, Idaho, on March 13, 1957, in the amount of \$44,994.10, the Engineer's Estimate being \$50,355.00.

Kendrick-Troy Secondary Road. Letters from the Latah County Board of Commissioners dated February 25, the Troy Highway District dated February 21, and the Kendrick Highway District dated March 4, were read regarding their requests to place the Kendrick-Troy (via American Ridge) County Secondary Road on the State Highway System.

The Board viewed this route as more characteristic of a State Highway than the Deary-Harvard Road in that area. The matter was taken under consideration, subject to some improvement of the Deary-Harvard Road before

10201  
turning it back to the County, should the Kendrick-Troy Road be taken over by the State in exchange. The County Commissioners and Highway Districts involved are to be contacted regarding this exchange of roads. If and when a highway is built from the Potlatch Road towards Moscow, (possibly on the Little Potlatch or elsewhere in the vicinity), the proposed Kendrick-Troy section would perhaps be removed from the State Highway System, provided it should at that time be a part of the State Highway System.

Future Bypass Hearings. The Board approved the scheduling of bypass hearings for:

1. Caldwell
2. Filer - Buhl
3. Pocatello, Chubbuck, Alameda and Fort Hall

State Highway 95 to Washington State Line Near Tekoa, Washington. The Benewah County Commissioners offered to apply \$53,000 County funds, (together with County Federal Aid matching moneys), to improve to State Highway Standards an existing road between State Highway 95 and the Washington State line at Tekoa. This existing road, on the Washington side, has been paved to the Idaho line. The State is to supply any additional funds that may be necessary to complete construction of the six miles of improvement. No additional right of way will be required and the Board agreed it is a needed connecting road between Washington and the summer vacation facilities in North Idaho.

Right of Way Width Standards for Interstate. After a lengthy discussion, the Board agreed with the State Highway Engineer to strive for basic right of way width designs for the Interstate in Idaho as follows:

Irrigated Lands - 200 Feet  
Cultivated Dry Farm Lands - 250 to 300 Feet  
Public Domain Lands - 400 Feet

The latter is in conformance with present standards set forth by the AASHO and approved by the U.S. Bureau of Public Roads. The former two categories (200 feet and 250 to 300 feet), are departures from the present Interstate width standards set forth by the Bureau of Public Roads and approved by the AASHO Committee. The State Highway Engineer was urged by the Board to immediately acquaint the Bureau of Public Roads with the narrower width standards recommended by the Board.

State Highway 25 - Wendell Business Loop. The Board requested the Department to survey in 1957 the Business Route of State Highway 25 in Wendell, Western and Southern connections and roadways, as to what type of improvement can be recommended.

T. Matt Hally Claim. Complying with the request of the joint Finance and Appropriations Committee of the Thirty-Fourth Session of the Idaho Legislature that the hitherto rejected claims of T. Matt Hally in the amount of \$5,819.64 be paid by the Department, the Board authorized the Department to proceed with said payment.

The committee's thinking in allowing this claim is reflected in their letter of February 21, 1957 directed to Senator Howard D. Hechtner, Chairman of the Joint Finance and Appropriations Committee, and is set forth below:

"It is our recommendation, in order not to establish a precedent, that the Chairman of this Joint Committee contact Mr. Bennett and see if he will not agree to pay these claims. If not, it is our recommendation that legislation be drawn whereby we can satisfy these claims on the State.

"It is our feeling that as long as these are just claims, that if they are not paid the matter will be taken to the Supreme Court, and will, in the long run, cost the state more money than if the claims are paid at this time.

/s/ ELLIS SHAWVER, Chairman  
 /s/ WM. JACKSON  
 /s/ RALPH PARIS  
 /s/ M. J. SEWELL

---

Sub-Committee"

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Thursday, March 21, 1957.

MARCH 21, 1957 - THURSDAY

The Board reconvened at 8:00 a.m., Thursday, March 21, 1957, with all members of the Board, the State Highway Engineer, and the Secretary present.

Condemnation Orders. The Board approved and signed the following Condemnation Orders:

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. IN-5041(7) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System through Coeur d' Alene, Idaho.
2. That Parcel No. 42½ of Project No. IN-5041(7) consists of certain real property in Kootenai County described as follows, to wit:

A parcel of land being on the Southwesterly side of the center line of highway as surveyed and shown on the official plat of U.S. 10 - Project No. IN-5041(7) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across Lots 4 and 5, Block 7, Roche Park Addition to Coeur d' Alene as shown on the official plat now on file and of record in the office of the Recorder of

March 21, 1957



Kootenai County, State of Idaho, described as follows,  
to wit:

Beginning at the Northeast corner of Lot 4, Block 7 of said Roche Park Addition; thence Westerly along the North line of said Block 7 a distance of 80.1 feet; thence South 27°09' 45" East a distance of 169.2 feet, more or less, to a point in the South line of said Block 7; thence Easterly along said South line 3.5 feet, more or less, to the Southeast corner of Lot 4 of said Block 7; thence Northerly along the East line of said Lot 4 a distance of 150.9 feet to the place of beginning and containing approximately 0.145 acres.

Highway Station reference: 127/41 to 129/12.

3. That the record owners of the said hereinabove described Parcel No. 42½ are Robert L. Snyder and Reba Snyder, his wife.

4. That the said Parcel No. 42½ is necessary to the construction of the said highway Project No. IN-5041(7) and that the construction of the said highway Project No. IN-5041(7) is impossible without the acquisition of said Parcel No. 42½.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 42½ from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

6. That it is necessary in connection with the construction and maintenance of the said highway Project No. IN-5041(7) that such rights of access if any there be to the said highway Project No. IN-5041(7) from the remaining property of the above mentioned owners be extinguished and prohibited.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. IN-5041(7).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 21st day of March, 1957.

\* \* \*

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. IN-5041(7) is a highway construction and/or reconstruction project designed for the purpose of improving a portion

March 21, 1957

of the State Highway System through Coeur d' Alene, Idaho.

2. That Parcel No. 49 of Project No. IN-5041(7) consists of certain real property in Kootenai County described as follows, to wit:

A triangular parcel of land being on the Northeasterly side of the center line of highway as surveyed and shown on the official plat of U.S. 10 - Project No. IN-5041(7) Highway Survey on file in the office of the Department of Highways, of the State of Idaho, and lying in a portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 18, Township 50 North, Range 3 West, Boise Meridian, described as follows, to wit:

Beginning at a point in the West line of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 18, Township 50 North, Range 3 West, Boise Meridian, which point is 1135.0 feet South and 1320.0 feet West from the North Quarter corner of said Section 18; thence North 88° 37' East (Record, East) along Grantor's South property line 124.9 feet, more or less, to a point in a line parallel with and 115.0 feet distant Northeasterly from the center line of U.S. 10 - Project No. IN-5041(7) Highway Survey; thence North 33° 50' West along said parallel line 228.7 feet, more or less, to a point in the West line of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 18; thence South 0° 44' East (Record, South) along said West line 193.0 feet, more or less, to the point of beginning.

Highway Station reference: 150+90 to 152+53.7.

3. That the record owners of the said hereinabove described Parcel No. 49 are Karl A. Klehm and Mary K. Klehm, his wife.

4. That the said Parcel No. 49 is necessary to the construction of the said highway Project No. IN-5041(7) and that the construction of the said highway Project No. IN-5041(7) is impossible without the acquisition of said Parcel No. 49.

5. That the Idaho Department of Highways has, by and through its agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 49 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

6. That it is necessary in connection with the construction and maintenance of the said highway Project No. IN-5041(7) that such rights of access, if any there be to the said Highway Project No. IN-5041(7) from the remaining property of the above mentioned owners be extinguished and prohibited.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. IN-5041(7).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 21st day of March, 1957.

\* \* \* \* \*

Exchange of Access. The Board executed the following Exchange of Access Agreement:

THIS AGREEMENT, Made and entered into this 5th day of March, 1957, by and between the State of Idaho, acting by and through its Board of Highway Directors, hereinafter called the party of the first part, and Hugh Norbo and Martha C. Norbo, husband and wife, of Three Hills, Province of Alberta, Dominion of Canada, hereinafter called the party of the second part,

WITNESSETH:

That the party of the first part for the consideration of the granting, conveying, waiving, releasing and relinquishing of a certain access right, which is hereinafter fully set forth, by the party of the second part, will provide a farm and home approach for the party of the second part at left Station 422/00 by constructing and maintaining a graded frontage road twenty (20) feet in width beginning at the cattle and logging truck approach at left Station 415/00 at the right of way line of highway Project No. F-FG-4113(6) and continuing in said width immediately parallel to the aforesaid right of way line to left Station 422/00, and as shown on attached print, which by reference herein is made a part hereof.

That the party of the second part for the consideration of the sum of one and no/100 (\$1.00) Dollar to them paid, the receipt whereof is hereby acknowledged, and other good and valuable consideration, including the constructing and maintaining of the frontage road hereinbefore described, have granted, conveyed, waived, and relinquished and by these presents do grant, convey, waive, release and relinquish unto the party of the first part, all right of access to Highway Project No. F-FG-4113(6) (U.S. Highway 95) excepted and reserved to the party of the second part in that certain deed from said party of the second part to the party of the first part, executed on the 9th day of July, 1956, and recorded on the 2nd day of August, 1956, in Book 197 at Page 525 of the Deed Records of Nezperce County, Idaho, except the logging and cattle truck approach left of Station 437/50, it being the intention hereby to forever waive and relinquish all right of access to the real property described in said recorded deed including the highway construction thereon, other than the foregoing exceptions.

TO HAVE AND TO HOLD the said right of access unto the said State of Idaho, by and through its Department of Highways, its successors and assigns forever.

We, the said grantors, do hereby covenant to and with the said State of Idaho, by and through its Department of Highways, its successors and assigns, that we are the owners in fee simple of the real property abutting on the land conveyed by said deed; that we have a valid and existing legal right to execute this instrument according to its legal purport and that we will warrant and defend the same and the right herein conveyed from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 5th day of March, 1957.

/s/ Hugh Norbo  
/s/ Mrs. Martha C. Norbo

IN WITNESS WHEREOF, The said party of the second part has hereunto set its hands and seals the day and year first above written.

State of Idaho, acting by and through  
its Board of Highway Directors

/s/ R. C. Rich, Chairman  
/s/ L. K. Floan, Vice-Chairman  
/s/ D. P. Jones, Member

Urban Speeds. The following urban speed minute entries were approved by the Board:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code, the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Ashton; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Ashton, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Ashton; said urban portions of the State Highway System and prima facie speed limits being as follows:

March 21, 1957

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	S.H. 32	Main Street	East City Limits to 8th St.	35
2.	S.H. 32	Main Street	8th St. to Jct. U.S. 191-20	25
3.	US 191-20	None	South City Limits to Main St.	35
4.	US 191-20	None	Main Street to Cherry Street	35
5.	US 191-20	None	Cherry St. to North City Limits	45

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Ashton, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Ashton shall henceforth be effective at all times during the hours of daylight or darkness.

Dated this 21st day of March, 1957.

\* \* \*

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Whitebird; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Whitebird; said urban portions of the State Highway System and prima facie speed limits being as follows:

ITEM No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	U.S. 95	Main Street	South Village Limits (M.P. 231.00) to North Village Limits (M.P. 231.70)	25

NOW THEREFORE, it is hereby determined and declared that the herein-

March 21, 1957

above designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Whitebird shall henceforth be effective at all times during hours of daylight or darkness.

Dated this 21st day of March, 1957.

\* \* \* \*

Designation of Highways upon Which 40-Foot Buses May be Operated. The following additional State Highway Routes were designated by the Board as highways upon which 40-foot buses may be operated:

- U.S. 26 from Arco to Blackfoot
- U.S. 20 from the A.E.C. Junction to Idaho Falls
- U.S. 191 from Idaho Falls to Rexburg
- U.S. 91 from Idaho Falls to Sage Junction
- State Route 28 from Sage Junction to the County Road Junction about one mile West of Terreton
- State Route 48 from Roberts to Rigby

George Brown, Boundary County. George Brown from Deep Creek in Boundary County appeared before the Board on his own behalf regarding the relocation of the Naples-Bonnors Ferry realignment and was assured by the Board that the information he presented will be considered. He was further advised that the Board will make the decision when cost estimate comparisons now being developed, (i.e., cost of improving the present alignment versus cost of relocating U.S. 95 between Naples and Bonners Ferry), are presented to the Board. He was told that factors such as cost of maintenance of the present road, and, service to the highway user, will be considered in the Department's report to the Board prior to the decision regarding the alignment.

Malad Valley Irrigation Company. The Malad Valley Irrigation Company next appeared before the Board regarding the time factors involved in the relocation of the Interstate in the vicinity of Devils Creek Dam and the contemplated Riverdale-Preston irrigation project. In order to prevent jeopardizing water user's rights in the effected areas, the Board instructed State Highway Engineer, G. Bryce Bennett, to apprise Mark Kulp, State Reclamation Engineer, of the time factors anticipated in said highway relocation.

Prichard Bridge on Coeur d' Alene River. The Board approved the Department's release of one span of the surplus dismantled Marsing Bridge, in storage at District 3 Headquarters, to Shoshone County for use at the collapsed Prichard Bridge site on the Forest Highway System on the Coeur d' Alene River. Delivery of this span conforms to the authorization as shown in the Board Minute Entry of January 18, 1957. The Department's cooperation and the Bureau of Public Roads doing the engineering were the only means Shoshone County had in replacing the collapsed structure. The Bureau of Public Roads is doing the engineering on the substructure and will let a contract for complete assembly of the bridge with Forest Highway Funds.

March 21, 1957

Hearing Transcripts. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held at Idaho Falls in Bonneville County Court-house at 8:00 p.m., March 12, 1957, at the Banquet Room of the Hotel Eccles Blackfoot, Idaho, at 10:00 a.m., March 13, 1957; at the High School Auditorium in Firth, Idaho at 4:00 p.m., March 13, 1957; at the Shelley High School, Shelley, Idaho, at 7:30 p.m., March 13, 1957; and at the Grade School Building in Basalt, Idaho at 4:00 p.m., March 14, 1957, regarding Projects Nos. ST-I-1032(503) and F-6033(3), and made its decision as follows:

In the matter of the proposed construction of an Interstate Freeway and the changes in the State Highway System in (and/or) in the vicinities of Idaho Falls, Blackfoot, Firth, Shelley and Basalt, the Board finds and determines that the following changes in the State Highway System in, (and/or) in the vicinities of Idaho Falls, Blackfoot, Firth, Shelley and Basalt, Idaho, to wit:

1. Construction of a proposed four-lane Freeway with bituminous plantmix surface from a point approximately 2 miles South of Blackfoot and skirting the Westerly city limits of Blackfoot Northeasterly on the West side of the Snake River to a proposed junction with State Highway 20 in the Western section of Idaho Falls; thence North, passing the Idaho Falls Airport to the East.
2. Construction of a paved highway to State Highway Standards, or Interstate Standards, by way of the Johns Hole Bridge Road North of Idaho Falls, connecting U.S. 191 with the Interstate Freeway East of the Idaho Falls Airport.
3. Interchanges to be located South of Blackfoot at US 91-191; West of Blackfoot at U.S. 26; at the Twin Bridges over Aberdeen and Peoples Canals; at the connection with FAS-1847 to Shelley and Firth; at the connection with FAS-6853 South to Shelley and North to New Sweden; at Broadway Street and Johns Hole Bridge in Idaho Falls, and at the connections with Bassett.

(Idaho Falls Only:) The New Sweden Interchange approximately 5 miles Southwest of Idaho Falls on the Freeway will be designed to accomodate a future connecting road and bridge that could be built when justified as a connection to the South Idaho Falls area and US 91-191.

The exact interchange locations shall be flexible to the extent that detailed surveys and studies may prove substitute locations more beneficial.

4. Grade separations on side service roads, without access to the Interstate Freeway to be provided where necessary to adequately maintain local service.

- 211
5. Existing U.S. 91-191-26 between the Junction South of Blackfoot and Idaho Falls to be retained on the State Highway System as a part of U.S. 191.
  6. Existing U.S. 91 from Idaho Falls to Bassett, paralleling closely the new Freeway, to be removed from the State Highway System upon completion of the Interstate project between these points, except that the section along Broadway Street in Idaho Falls is to be retained as part of U.S. 20; also, U.S. 191-20 North of Idaho Falls to be retained as a part of the State Highway System.
  7. The Interstate Freeway to be a new road on new right of way.
  8. (Blackfoot Only): Improvement, widening and realignment of U.S. 91-191 through the City of Blackfoot.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the cities or villages of Idaho Falls, Blackfoot, Firth, Shelley and Basalt from said proposed changes.

\* \* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcript of the public hearing held at the Roberts Grange Hall, Roberts, Idaho, at 8:00 p.m., Thursday, March 14, 1957, and made its decision as follows:

In the matter of the proposed changes in the State Highway System and the proposed construction of an Interstate Freeway in and in the vicinity of the Village of Roberts, the Board finds and determines that the following changes in the State Highway System in and in the vicinity of the Village of Roberts, known as Project No. I-6033(4), to wit:

1. Construction of a four-lane Interstate Freeway with plantmix bituminous surface from the Bonneville County line to Sage Junction, with an interchange and connecting road to serve the Village of Roberts from the West, which is to become a part of State Highway 48.
2. Early construction of the 7.7 mile section of the Interstate route from the connection with the County Road FAS-6752, Northwest of Roberts to the connection with State Highway 28 at Sage Junction is proposed. When this section is completed, the existing US 191, 8.3 miles in length, from its connection with the present FAS-6752 to Sage Junction to be removed from the State Highway System; likewise the section between the Bonneville County line to the above mentioned section to be removed from the State Highway System upon completion of the adjacent section of the Interstate Freeway; however, that construction to be postponed for some time.

will be of greater benefit to the State of Idaho than the economic loss



114 and damage resulting to the Village of Roberts from said proposed changes.

\* \* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the 1956 Federal Aid Highway Act, the Board reviewed the transcript of the public hearing held at the Bliss School Building, Bliss, Idaho, at 10:00 a.m., Tuesday, March 12, 1957, and made its decision as follows:

In the matter of the proposed changes in the State Highway System and the proposed construction of an Interstate Freeway in and in the vicinity of the Village of Bliss, the Board finds and determines that the following changes in the State Highway System in and in the vicinity of the Village of Bliss, known as Project Nos. ST-2361(6) and ST-2023(506), to wit:

1. Early programming and construction of the 4.9 mile section between U.S. 26 Junction East of Bliss and the Malad River Bridge North of Hagerman. A 34-foot width paved highway built to State Highway Standards with a maximum 5% grade and no sharp curvature to replace the present narrow, crooked road between these points, and to become a new section of State Highway 30.
2. The new section shown on new right of way North of Bliss from the junction of U.S. 26 and State Highway 25 East of Bliss to a connection  $2\frac{1}{2}$  miles West of Bliss to be built to Interstate 4-lane Freeway Standards, and to become a portion of the Interstate System of National and Defense Highways some time in the next 15 years. Design criteria for the Interstate System requires a dividing center strip to separate opposing traffic; interchanges East and West of Bliss, with access between the Freeway and abutting property and crossovers or left turns at grade denied. Separations or frontage roads to be provided where necessary to maintain local service. The present irrigation system not to be affected. The present delivery of water as it now exists to be assured.
3. The proposed road from Bliss Junction South to the Malad River Bridge to supersede existing US 30 between those points. Upon completion of the new road, the existing one to be removed from the State Highway System. The revised location to eliminate the sharp curvature and steep grade on the present road, and will not effect the distance appreciably.
4. The proposed Interstate improvement West from Bliss Junction to be a new highway on a location where it is feasible to obtain control of access, and to be built to a complete freeway standard. Interchanges East and West of the Village to be provided at points indicated on Exhibit I or at nearby locations, if the latter appear, after detailed location and

March 21, 1957

118

study, to be to the best interest of all concerned. The existing road serving the roadside business on the view-area on the West side of the Village to be retained on the State Highway System.

5. The present section of U.S. 30-25 through Bliss to remain on the State Highway System after the construction of the Interstate section.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Bliss from said proposed changes.

\* \* \* \*

Authorization of State Highway Engineer to Sign Tri-Agency Documents. The Board approved State Highway Engineer, G. Bryce Bennett's signing for the Board the revisions of the existing Idaho Forest Highway Program letter with the Bureau of Public Roads and Forest Service re<sup>such</sup>garding the 1958 allocation of Forest Highway Funds, and authorized/docu-ments to be signed for the Board by the State Highway Engineer in the future.

THEREUPON, the Board adjourned, to reconvene at 603 Main Street, Boise, Idaho, on Friday, March 22, 1957.

FRIDAY, March 22, 1957

The Board reconvened at 8:00 a.m., Friday, March 22, at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

House Bill 217 - Sign Shop Transferred to Penitentiary. Representative Carl Burt called on the Board relative to House Bill No. 217 involving the State Penitentiary's sign making program. The Board requested State Highway Engineer, G. Bryce Bennett, to make an appraisal of what part of the sign program can be economically diverted to the penitentiary as per House Bill 217 and report his findings to the April meeting of the Board.

Mr. Bennett disclosed there are additional manufactured items used by the Department that may be possible in the penitentiary work program in addition to the regulatory and warning types of signs. The Board encouraged Mr. Bennett to pursue this matter also with the parole board and report on this additional phase at the April Board meeting.

Caldwell Street Improvements. Caldwell Attorney, Wayne Davis, and clients next appeared before the Board regarding the Georgia Avenue and Blaine Street improvements in Caldwell relative to the matter of cross streets to shorten the quarter mile distance without intersecting streets near the South end of the proposed one-way street couplet. The Board suggested that Mr. Hughes, Urban Engineer, request the City of Caldwell to review this complaint on the presently proposed traffic pattern.

Weiser-Payette-Fruitland Delegation. A delegation next appeared before the Board from Weiser, Payette and Fruitland regarding improvements

on Highway 95 from Homedale to Weiser, and also the connecting Olds Ferry U.S. 30 route from Weiser to the Oregon Interstate at Olds Ferry. The Board assured the delegation they were much interested in the needed U.S. 95 improvements and that time, money and the approval of the Oregon State Highway Commission are requisites that are needed to provide the Weiser-Olds Ferry connection with the Oregon Interstate. The Board instructed the Department to proceed with establishing a future location of the Olds Ferry route so that weiser, Washington County and the Weiser Highway District may in the meantime improve the present road and alignment from Weiser to Olds Ferry accordingly until such a future time as State funds and programming for this section may be realized.

Grays Lake-Idaho Falls Road. The Secretary of the Idaho Falls Chamber of Commerce, Charles R. Stark, Highway Committee Chairman, Lynn Schwendiman, County Commissioner, A. L. Owens and County Engineer, Jay Painter, together with six residents along the Idaho Falls-Grays Lake Road appeared before the Board to request improvement by the State of the Grays Lake-Idaho Falls Road. The delegation was assured of the Boards' appreciation of the matter as represented, but that the road has more characteristics of a farm to market road, rather than that of a State Highway and is therefore a local problem.

It was pointed out that Blackfoot had only recently made the same representations to the Board regarding the Grays Lake-Blackfoot River Road, which came under the same category.

K. H. Moore, Hagerman. Mr. K. H. Moore, Hagerman, next appeared before the Board regarding the possibility of easing the curve away from his orchard and property as proposed in the relocation of U.S. 30 north of Hagerman. The Location Department was asked to look again at the possibility of easing the said curve.

Adams County Commissioners. Adams County Commissioners Lew Daniels and W. L. Boehm, together with State Representative Charles Winkler, next appeared before the Board regarding their request to remove the Starkey Loop from the State Highway System to the County System. The delegation pointed out that their snow removal equipment would lend better maintenance to such a transfer, providing the State would bring it up to the following standards: 4-inch base, with a 2-inch half sole. State Highway Engineer, G. Bryce Bennett, stated that all ditches would be cleaned out and that a small retaining wall should be built before the road is turned over to the County. The Board agreed that this should be done, and the Department indicated work would begin as soon as possible, which it hopes to complete by next year at the latest, whereupon the road and maintenance would revert to Adams County.

Boundary County Commissioners. Boundary County Commissioners William F. Mass and Roy Glauner, and Flood Coordinator Dayton Douglas, appeared before the Board seeking assistance on the construction of a washed out 700 foot section of dyke in District 5, containing a needed 175-foot bridge across the mouth of Deep Creek at Kootenai River.

It was pointed out that the relocation of the dyke by Army Engineers presented problems of initial responsibility, from which financial means of relocating the dyke and washed out bridge have not been resolved

117  
by the Federal Agency and the County. Since the County is levying to the maximum, and moneys are not available, the Board offered to Boundary County, a surplus truss-type 175-foot steel span now dismantled at Boise in District No. 3, F.O.B., for a replacement structure over the mouth of Deep Creek.

Twin Falls-Hazelton-Eden Delegation. A delegation from Twin Falls, Hazelton and Eden, headed by J. R. Holmes, next appeared before the Board, regarding the location of the Interstate north and northeast of the Twin Falls Bridge. The delegation, consisting of:

J. R. Holmes, Twin Falls  
Goss Gordon, Eden  
Clyde Montgomery, Eden  
C. D. Schmidgall, Eden  
W. H. Detweiler, Hazelton  
L. F. McCleary, Twin Falls  
C. G. Willie, Twin Falls

agreed that the alignment of the Interstate immediately West of the Paul Veteran's development tracts should swing Northwesterly, passing North of Wilson Reservoir; thence Westerly to a point approximately two miles North of the Twin Falls Memorial Bridge. Also, that the Hansen Bridge-Greenleaf School County Secondary Road should be improved as a connecting road from Twin Falls to the Interstate near Greenleaf Twin Falls School. The Board assured the delegation that this route is being appraised, together with the route through the irrigated land, as to the costs, damages, benefit ratios, etc., of the two routes. Before firming up the location of the Interstate in Jerome County, it was pointed out that as near as possible, a 200-foot right of way for the Interstate would be adhered to in irrigated farm land, subject to the approval of the Bureau of Public Roads.

Alignment of U.S. 30 Through Hagerman/ and Edward Emerson Pugmire, Gooding County Commissioner, together with Merele/Owsley, Lloyd Jensen, Glen Brown, Van Deaver and James D. Barlogi next appeared before the Board regarding the alignment of U.S. 30 through the town of Hagerman and assured the Board they were heartily in accord with the present plans of U.S. 30 remaining on its present location through the Village of Hagerman.

Alternate State Highway 52 North of Payette River. Gem County Commissioners, Cecil Sutton and Melvin Vickery next appeared before the Board regarding the improvement of Alternate S.H. 52 on the North side of the Payette River by continuing it on a straight line due West from Letha to a down stream connection with State Highway 52 and eliminating the bad curvature on the present connection Southwest of Letha.

Main Street in Culdesac. The Board reviewed the request of the Village of Culdesac to rebuild and pave the extension of the Main Street in Culdesac from the city limits West to the present alignment of U.S. 95, and upon completion to turn over the maintenance to the Village or Highway District. The Board recommended that this be done, and that it be included

in the construction contract of the Culdesac-Winchester section.

Interstate - Couer d' Alene to Washington Line. The Board approved the Coeur d' Alene-Washington line plan for the Interstate.

State Route 22. The Board requested that a survey of State Route 22 from Reno Point to Howe be included in the 1957 survey budget.

Out of State Travel. The Board authorized two people from the Department to attend the electronic computer program operation now carried on by the Arizona Highway Department.

The Board also approved the attendance of Attorney General, Allan Shepard, at the Attorney General's Conference in Washington, D.C. on April 9 and 10, provided satisfactory arrangements can be made to handle the legal work in his absence.

The Board authorized two Directors and 5 administrative personnel to attend the WASHO Convention at Houston, Texas, June 11 to 15.

Personnel Matters. The Board approved the following salary raises . The total in granting said increases is \$1,205.00 per month.

I. Group V Employees:

Gordon M. Hawkes, Assistant Chief Right-of-Way Agent, \$643.00 to \$700.00.

Weslie R. Platts, Geologist to Chief Geologist, \$581.00 to \$700.00.

N. F. McCoy, Planning Officer, \$750.00 to \$800.00.

L. J. Ross, Chief Design Engineer, \$750.00 to \$800.00.

II. Sub-Professional Employees Listed by Districts:

DISTRICT 1.

Howard L. E. Johnson, Engineer in Training to Project Chief, Class I, \$500.00 to \$521.00 (Assuming duties of Resident Engineer in charge of Montpelier Residency.)

Leith L. Austin, Rodman to Levelman, \$325.00 to \$375.00.

Clair S. Benson, Levelman to Transitman, Class I, \$375.00 to \$397.00.

Robert L. Butterfield, Laborer to Maintenance Man (Carpenter), \$291.00 to \$325.00. (Assuming duties of District Carpenter).

Holt Borrup, Utilityman to Equipment Operator, Class II, \$291.00 to \$325.00.

F. G. Byington, Laborer to Painter Class II, \$275.00 to \$325.00.

Harvey L. Galloway, Painter Class I to Painter Class II, \$291.00 to \$325.00.

DISTRICT 2.

Robert O. Chapman, Laborer to Painter Class II, \$291.00 to \$325.00.

C. M. Pridmore, within grade from Mechanic @ \$375.00 to \$397.00, (Mechanic)

E. L. Gehrig, Maintenance Superintendent, Class II, to District Maintenance Superintendent Class I, \$467.00 to \$500.00.

DISTRICT 3.

Fred R. Weber, Rodman to Transitman Class II, \$343.00 to \$425.00.

Wayne C. Aman, Rodman to Transitman Class I, \$343.00 to \$375.00.

O. J. McGuire, Rear Chainman to Rodman, \$291.00 to \$325.00.

James V. Potter, Draftsman, Class I, to Draftsman Class II, \$343.00 to \$375.00.

William H. Skaggs, Transitman Class I to Transitman Class II, \$419.00 to \$425.00.

Ralph B. Rockwell, Rear Chainman to Rodman, \$275.00 to \$325.00.

DISTRICT 9.

Bernice Chatburn, Clerk Class I to Clerk Class II, \$260.00 to \$286.00.

Elizabeth C. Johnson, Clerk Class I to Clerk Class II, \$260.00 to \$286.00.

Virginia Phillips, Clerk Class I to Clerk Class II, \$260.00 to \$286.00.

Wayne H. Hiatt, Lab Technician Class IV to Geologist in Training, \$396.00 to \$500.00.

Ralph D. Hamilton, Within grade promotion from Highway Designer Class II to Highway Designer Class II, \$521.00 to \$563.00.

Maintenance Buildings. The Board authorized the Department to design the maintenance buildings, as architect service is not necessary on this type of building.

Acquisition of Materials Site, Gooding, Idaho. The Board had under consideration the recommendation by the State Highway Engineer and the Chief Right of Way Agent, and did approve the acquisition of a materials

and stockpile site to be used in connection with Projects F-2351(2) and F-2371(1), which site is known as Materials Site G-40 and comprising approximately 50 acres in the NW $\frac{1}{4}$ SE $\frac{1}{4}$  and NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 22, Township 5 South, Range 14 East, Boise Meridian. Said site is located in the general vicinity of Gooding, Idaho. The cost of acquisition of said site will be approximately \$35,000.

Expense Vouchers. The Board approved the payment of the following Expense Vouchers: R. C. Rich for February, \$81.02, D. P. Jones, February, \$59.90 and L. K. Floan for February \$82.10.

District Office Site at Pocatello. The Board approved and executed a Quit Claim Deed to the United States of America covering the SE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 7, Township 7 South, Range 35 East, Boise Meridian, also being all of unpatented Mining Claim known as Hazard No. 3 and containing 40.0 acres, more or less.

The above conveyance is given for the purpose of conveying Mineral Rights, which the State acquired from the Locators of a Placer Mining Claim covering the aforementioned land, to the United States in order that a patent to the State of Idaho can be issued reserving Mineral Rights to the United States of America.

THEREUPON, the Board adjourned, to reconvene at their next regularly scheduled meeting, to be held April 22 through 24. Following the April meeting, the Board will tour the roads in Southwestern Idaho, April 25 through 27, 1957.

  
\_\_\_\_\_  
R. C. RICH, Chairman

Done at Boise, Idaho  
April 22<sup>nd</sup>, 1957

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 22 through 27, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., Monday, April 22, 1957.

## Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular Board Meeting held March 20, 21 and 22, 1957, were read and approved.

Bids. The Board reviewed the results of the bid openings held March 26, April 9, and April 16, and concurred in the State Highway Engineer's awarding of the following contracts:

S-US-6715(1) & S-6715(3) - Consisting of constructing the roadway, a bituminous surface treatment and a 70 foot concrete bridge on 5.274 miles of State Highway No. 49 from Idaho Falls North, known as Idaho Project No. S-US-6715(1) and a 105-foot concrete bridge over the Dry Bed Canal on State Highway 49, known as Idaho Project No. S-6715(3), in Bonneville and Jefferson Counties. Federal Aid Secondary and State financed. The contract was awarded to the low bidder, Pickett and Nelson, Idaho Falls, Idaho, on March 27, in the amount of \$493,547.72, the Engineer's Estimate being \$452,782.80.

ST-M-3021(510), 311(506), 3710(501), 3712(503), & 3720(505) - Consisting of furnishing cover coat material and seal coating approximately 35.3 miles on various highways in District #3, in Payette, Owyhee and Canyon Counties - State financed. The contract was awarded to the low bidder, Nelson & Deppe, Boise, Idaho on April 11, 1957 in the amount of \$38,777.75, the Engineer's Estimate being \$37,722.50.

Stockpile Nos. 207 & 116 - Consisting of furnishing crushed gravel and cover coat material in stockpiles north of Ucon and northwest of Mud Lake and adjacent to U.S. 191 and State 28, in Bonneville and Jefferson Counties - State financed. The contract was awarded to the low bidder, Idaho Rock, Inc., Twin Falls, Idaho on April 11, 1957, in the amount of \$16,440.00, the Engineer's Estimate being \$19,450.00.

S-6870(2) - Consisting of constructing the roadway, drainage and a crushed gravel base on 6.436 miles of the May-Patterson Road, Patterson N.W., in Lemhi County - Federal Aid Secondary and County financed. Subject to the concurrence of the Lemhi County Commissioners, the contract was awarded to Fife Construction Company, Brigham City, Utah, the low bidder, on April 12, in the amount of \$84,551.00, the Engineer's Estimate being \$104,151.75.



S-1734(1) - Consisting of constructing the roadway, drainage structures and roadmix bituminous surface on 2.838 miles of the Bear River Bridge - Fairview Road in Franklin County - Federal Aid Secondary and County financed. Subject to the concurrence of the Franklin County Commissioners, the contract was awarded to the low bidder, Fife Construction Company, Brigham City, Utah, on April 12, 1957, in the amount of \$55,208.90; the Engineer's Estimate being \$58,289.40.

ST-2391(506) - Consisting of repairing two steel members and painting the Rim to Rim Bridge on U.S. 93, across the Snake River, near Twin Falls, in Twin Falls and Jerome Counties - State financed. The contract was awarded to the low bidder, Ivan E. McMillin Painting and Decorating, Caldwell, Idaho, on April 17, 1957, in the amount of \$31,444.00, the Engineer's Estimate being \$49,640.00.

Stockpile Project No. 185 - Consisting of furnishing crushed gravel and cover coat material in stockpiles, adjacent to U.S. Highway 93 approximately 2.67 miles north of Ketchum, in Blaine County - State financed. The contract was awarded to the low bidder, Western Construction Company, Pocatello, Idaho, on April 17, 1957, in the amount of \$13,400.00, the Engineer's Estimate being \$18,450.00.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Tuesday, April 23.

#### TUESDAY, April 23

The Board reconvened at 8:00 a.m., Tuesday, April 23 at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer, and the Secretary present.

Lincoln County Commissioners. Jack Murphy, Senator from Lincoln County, and the Lincoln County Commissioners, appeared before the Board requesting improvement of State Highway 24 from Dietrich to the Minidoka County Line. The Board indicated they were desirous that the Department should spend a like amount of money in Lincoln County as has been expended on State Highway 24 in Minidoka County. The problem is how to spend such a figure and still be able to open the road clear through to the Lincoln County line. The Board told them they were going to look over the route on the Board tour Saturday, and would take their request under consideration.

Redesignation of State Highways. The Board took under consideration the matter of the redesignation of various state highways as a result of a letter from A. E. Johnson, Executive Secretary of the AASHO relating to the present procedure of the Executive Committee of the AASHO regarding the present status of redesignating highways. The Board again decided not to request the redesignation of any state highways to U.S. highways in Idaho, inasmuch as the Interstate will be marked with a new distinctive marker as it is constructed, thereby taking much of the prestige and traffic pressure from adjacent U.S. and state highways.

It is the opinion of the Board that the Interstate new designation will accomplish the desired results and recognition to those communities adjacent to the Interstate that have requested changes in highway designations.

Condemnation Orders. The Board signed and executed the following Condemnation Orders:

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. IN-5041(7) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System through Coeur d' Alene.
2. That Parcel No. 37 of Project No. IN-5041(7) consists of certain real property in Kootenai County described as follows, to wit:

A parcel of land being on both sides of the center line of highway as surveyed and shown on the official plat of U.S. 10 - Project No. IN-5041(7) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 12, Township 50 North, Range 4 West, Boise Meridian, described as follows, to wit:

Beginning at a point 324.0 feet West and 145.0 feet North from the Point of Intersection of the North line of Hazel Avenue with the West line of 15th Street extended as shown on the official plat of the City of Coeur d' Alene, Idaho, now on file and of record in the office of the Recorder of Kootenai County, State of Idaho, and which point is coincident with the Northeast corner of Tax 1541; thence West along a line parallel with the North line of said Hazel Avenue 152.7 feet; thence North 28°45' West a distance of 373.4 feet, more or less, to a point which bears South 56°10' West a distance of 115.0 feet from Station 118+01.04 of U.S. 10 - Project No. IN-5041(7) Highway Survey line; thence along a line parallel with and 115.0 feet distant Southwesterly from the center line of said Highway survey as follows: North 33°50' West a distance of 570.74 feet to a point opposite Station 112+30.3, a point of spiral curvature in said Highway Survey, Northwesterly along a spiral curve left having a central angle of 1°52'30" a distance of 172.0 feet, more or less, to a point in Grantor's Northerly property line; thence North 89°12' East along said property line a distance of 277.0 feet more or less; thence South 37°12' East a distance of 1032.0 feet, more or less, to a point in a line parallel with and 269.0 feet distant Northerly from the north line of said Hazel Avenue; thence West along said last parallel line 153.0 feet, more or less, to a point in a line parallel with and 324.0 feet distant Westerly from the West line of 15th Street extended; thence South along said last parallel line a distance of 124.0 feet to the Point of Beginning and containing approximately 6.53 acres.

Highway Station reference: 111/33.7 to 122/60.

3. That the record owners of the said hereinabove described Parcel No. 37 are Wallace Forest and Jean Forest, his wife.

4. That the said Parcel No. 37 is necessary to the construction of the said highway Project No. IN-5041(7) and that the construction of the said highway Project No. IN-5041(7) is impossible without the acquisition of said Parcel No. 37.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 37 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

6. That it is necessary in connection with the construction and maintenance of the said highway Project No. IN-5041(7) that such rights of access if any there be to the said highway Project No. IN-5041(7) from the remaining property of the above mentioned owners be extinguished and prohibited.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. IN-5041(7).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 23rd day of April, 1957.

\* \* \*

The Board having considered the report and recommendations of the State Highway Engineer, and having duly considered the matter, finds:

1. That Project No. F-2371(2) is a highway construction and/or reconstruction project designed for the purpose of improving a portion of the State Highway System between Gooding, Idaho and Wendell, Idaho.

2. That Parcel No. 21 of Project No. F-2371(2) consists of certain real property in Gooding County described as follows, to wit:

A strip of land being on the Westerly side of the center line of highway as surveyed and shown on the official plat of State Highway 46 - Project No. F-2371(2) Highway Survey on file in the office of the Department of Highways of the State of Idaho, and lying over and across Lot 78 and a portion of Lot 81 of South Gooding acreage as shown on the official plat thereof now on file and of record in the office of the recorder of Gooding County, Idaho, said Lots being in the SE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 7,

Township 6 South, Range 15 East, Boise Meridian, described as follows, to wit:

Beginning at a point in the East line of Lot 81 of South Gooding Acreage approximately 187.8 feet North from the Southeast corner of said Lot 81, which point is also approximately 212.8 feet North of the Southeast corner of Section 7, Township 6 South, Range 15 East, Boise Meridian; thence running West for a distance of 63.0 feet to a point; thence North 0°05' West along a line 60.0 feet distant Westerly from and parallel with the center line of State Highway 46 - Project No. F-2371(2) Highway Survey for a distance of 466.0 feet, more or less, to a point in the North line of said Lot 78; thence East along said North line for a distance of 63.1 feet, more or less, to the Northeast corner of said Lot 78; thence South along the East line of said Lot 78 for a distance of 466.0 feet, more or less, to the Point of Beginning.

Highway Station reference: 525/27 to 529/93.

Excepting that portion already dedicated by public use or otherwise as a public road. New right of way required being approximately 0.37 acres of the 0.66 acres above described.

3. That the record owners of the said hereinabove described Parcel No. 21 are R. W. Hudelson and Elizabeth Hudelson, his wife, subject to Mortgage to First Federal Savings and Loan Association of Twin Falls.

4. That the said Parcel No. 21 is necessary to the construction of the said Highway Project No. F-2371(2) and that the construction of the said Highway Project No. F-2371(2) is impossible without the acquisition of said Parcel No. 21.

5. That the Idaho Department of Highways has, by and through its Agents, in good faith attempted to purchase the hereinabove described real property referred to as Parcel No. 21 from the above mentioned record owners of said property, and the Idaho Department of Highways has been unable to agree on a purchase price therefore, or upon the damages which will result to the property not taken.

NOW THEREFORE, IT IS HEREBY ORDERED that the acquisition of the lands and property rights hereinabove described is necessary to the construction and maintenance of the said Highway Project No. F-2371(2).

IT IS FURTHER ORDERED that the legal department shall file an action in the proper court to acquire the hereinabove described real property and property rights through the power of Eminent Domain.

Dated this 23rd day of April, 1957.

\* \* \*

Addition to the State Highway System. The Board approved the addition of the following to the State Highway System:

WHEREAS, the City of Boise has authorized the installation of a one-way street grid to alleviate traffic congestion within the City, and,

WHEREAS, said one-way street grid requires modification of the present designation of State Highway No. 21 in order to provide integration of the State Highway System.

NOW THEREFORE BE IT RESOLVED, that the official designation of said State Highway No. 21 within the City of Boise be modified to include a one-way couple of streets including Idaho Street from Warm Springs Avenue to Sixth Street, Sixth Street from Idaho Street to Front Street, and Front Street from Sixth to Capitol Boulevard for westbound traffic and Capitol Boulevard from Front Street to Main Street, Main Street to Warm Springs Avenue and Warm Springs Avenue to Idaho Street for eastbound traffic, all as shown on the sketch map attached hereto. Said designation to take effect upon implementation of the one-way street grid by the City of Boise.

Change in State Highway Designation - US 191 to SH 47. The Board approved and signed the following:

WHEREAS, that portion of State Highway No. US 191 between Ashton and Macks Inn has been designated on new location by Official Minute of December 13, 1956, and,

WHEREAS, the portion of former State Highway No. US 191 from Ashton to Bear Gulch is to be retained as a part of the State Highway System.

NOW THEREFORE BE IT RESOLVED, that this section of former State Highway No. US 191 be designated as State Highway No. 47 which will henceforth be as shown on the sketch map attached hereto and described as follows:

Beginning at a junction with State Highway U.S. 191 at Ashton and extending easterly via Marysville to Bear Gulch north of Warm River.

Removal from State Highway System. The Board approved the removal from the State Highway System of the following:

WHEREAS, construction of 0.348 mile of State Highway No. 72 on new location beginning at a point in Sec. 34, T. 3 N., R. 4 W., 0.272 mile east of Marsing and ending at a point in Sec. 34, T. 3 N., R. 4 W., 0.620 mile east of Marsing has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.452 mile in length, is hereby removed from the State Highway System, effective this date.

April 23, 1957

Urban Speeds. The following urban speed minute entries were approved by the Board:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Bloomington; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System within the corporate limits of the Village of Bloomington; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	U.S. 89	None	South Village Limits to 2nd North Street	35
2	U.S. 89	None	2nd North Street to North Village Limits	50

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the Village of Bloomington shall henceforth be effective at all times during hours of daylight or darkness.

\* \* \* \*

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of St. Charles; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of St. Charles, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to

April 23, 1957

be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of St. Charles; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	U.S. 89	None	South Village Limits to M.P. 7.60	50
2.	U.S. 89	None	M.P. 7.60 to M.P. 8.20	35
3.	U.S. 89	None	M.P. 8.20 to North Village Limits	50
4.	U.S. 89	None	East Village Limits to North Village Limits	50

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 22, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of St. Charles, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of St. Charles shall henceforth be effective at all times during hours of daylight or darkness.

Quit Claim Deed.- Stockpile Site, Cascade, Valley County. The Board signed and executed a Quit Claim Deed from the State of Idaho to J. I. Morgan, Inc., for the purpose of clearing title to an irregular parcel of land lying in a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 36, Township 14 North, Range 3 East, Boise Meridian. In exchange for said deed, the State of Idaho receives a lease of the area required for a stockpile site.

Decisions Regarding Hearings at Paul, Heyburn, Burley & Rupert. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held at Paul, Idaho in the Grange Hall at 4:00 p.m., April 15; at Burley, in the Cassia County Courthouse at 8:00 p.m., April 15; at Heyburn in the Grade School Building at 4:00 p.m., April 16; and at Rupert in the Minidoka County Courthouse at 8:00 p.m., April 16, regarding Project No. I-2023(5), and made its decisions as follows:

In the matter of the proposed construction of an Interstate Freeway in the vicinities of Paul, Burley, Heyburn and Rupert, Idaho, the Board finds and determines that the following changes in the State Highway System in the vicinities of Paul, Burley, Heyburn and Rupert, Idaho, to wit:

1. The construction of a section of Interstate Freeway from the Junction of State Highway 27 North of Burley, Easterly 28 $\frac{1}{2}$  miles to the end of the 1953 construction of U.S. 30 North near Raft River. Said freeway to be a four-lane freeway with

a wide center strip to separate opposing traffic, with access to abutting property denied and crossings or left turns at grade level prohibited to intersecting crossroads.

The exact interchange locations shall be flexible to the extent that detailed surveys and studies may prove substitute locations more beneficial. Such interchanges to be provided for access to the communities, and at the intersections with more important roads.

- 2 (B). Burley Only: The early improvement of present U.S. 30 in Burley, These improvements to require some widening, but no relocation.
- 3 (B). Burley Only: Maintenance of the Interstate project and the primary Federal Aid Project mentioned, to be by the State Highway Department, following usual policies.
- 2 (R). Rupert Only: The improvement of present U.S. 30-N in Rupert, and between Heyburn and Rupert, on the present alignment with some widening where necessary.
- 3 (R). Rupert Only: Maintenance of the Interstate projects and the U.S. 30-N improvement, to be by the Department of Highways following usual policies.
4. All of existing U.S. 30-North from the intersection with State Highway 77 two miles east of Rupert to the intersection of the proposed Freeway at Raft River to be removed from the State Highway System upon completion of the proposed Interstate project from Heyburn Junction to Raft River.
5. State Highway 77 to be extended Westerly from its present Northern terminus to connect with State Highway 24 in Rupert. State Highway 24 to be extended Southwesterly to a connection with the proposed Interstate about one mile Northeast of Heyburn.
- 6 (R). Rupert Only: The proposed interchange approximately six miles East of the Snake River on the Interstate Freeway will be designed to accomodate a future connecting road Northwest to present U.S. 30, if and when said road is justified.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Villages of Paul and Heyburn, and the Cities of Burley and Rupert, from said proposed changes.

Naples-Bonnors Ferry Comparitive Cost Analysis. The Board, in reviewing the comparative cost analysis of the Naples-Bonnors Ferry relocation versus improvement of the present road, did determine in favor of the relocation route. Comparitive maintenance costs were given full consideration.



U.S. 91 Through Rexburg. State Highway Engineer, G. Bryce Bennett, reported the City of Rexburg's position on the improvement of U.S. Highway 91, to the effect that because of city finances, the highway should be retained on the present location instead of the new diagonal approach as was approved by the City, whereupon the Board approved the improvement on the present three blocks as the highway enters Rexburg from the South.

Lewis & Clark Highway. Upon the request of the City of Lewiston that the Lewis & Clark State Highway 9 be redesignated as U.S. 12, the Board decided said request be tabled until such time as the highway is nearing completion.

Agreement with Oregon Regarding Interstate Connection. The Board signed an Agreement with the Oregon Highway Commission for construction of the Interstate Bridge across the Snake River, on the Ontario-Desert Center alignment. A petition from the Village of Old Town for a connection in Old Town of U.S. 2 and State Highway 41 was considered. The State Highway Engineer was instructed to proceed with plans for such a connection.

State Highway 48 East of Fairfield. Because of the shortage of Secondary matching funds, the Board authorized State Highway 48 improvement of Fairfield-East be withheld until after July, when the allocation of new funds will be made, and in its place to improve the 4 miles of pavement failure east of Fairfield to the junction of State Highway 46 as soon as possible.

The Secretary was instructed to inform the Yellowstone-Sun Valley Highway Association, Senator Max Hanson (Camas) and Representative Burns Beal (Butte) of this decision.

House Bill 217 - Transfer of Sign Manufacture to Penitentiary. The Board authorized the State Highway Engineer to proceed with arrangements with the Board of Corrections for the transfer of certain highway sign production as provided in House Bill 217. Upon the recommendation of the Department, volume production of signs in lots of 20 or more of a kind would be involved in this production transfer of highway signs.

Mr. Bennett suggested that additional transfer of production of picnic tables, dart signs, etc., would be mutually advantageous to both the Board of Correction's prison program, and the Department, whereupon the Board approved the Department's exploring such possibilities with the Board of Corrections.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Wednesday, April 24.

WEDNESDAY, April 24, 1957

The Board reconvened at 8:00 a.m., Wednesday, April 24, at 603 Main Street, Boise, Idaho, with all members of the Board, the State Highway Engineer and the Secretary present.

Fred H. Cayford - East Side Motel, Boise. Mr. Fred Cayford of the East Side Motel, Boise, called on the Board requesting permission to erect a public telephone booth on his land between the motel and Highway 30. In view of a Quit Claim Deed dated October 12, 1946 from the State of Idaho to Donald G. Pabst, which forever prohibits the placing of any building, structure or installation of any kind on the said premises, the Board denied the request in the interest of traffic safety.

Expense Vouchers. The Board approved the payment of Expense Vouchers as follows: R. C. Rich, \$46.00; L. K. Floan, \$47.90 and D. P. Jones, \$45.90, all for the month of March.

Out of State Travel. The Board approved out of state travel for Ellis Mathes, Traffic Engineer, to attend the annual meeting of the Western Section Institute of Traffic Engineers in Denver, Colorado, June 24 through 27, 1957.

Bid. The Board reviewed the results of the bid opening held April 23, 1957, and concurred in the State Highway Engineer's awarding of the following contract:

Rewiring Materials Lab. Bldg., #3330 - Consisting of rewiring the Materials Lab. Building #3330 in Boise, Ada County - State financed. The contract was awarded to the low bidder, Alloway Electric Company, Boise, Idaho, on April 24, 1957 in the amount of \$1,076.47, the Engineer's Estimate being \$1,750.00.

Consulting Engineering Society. The Executive Committee of the Consulting Engineering Society met with the Board and discussed engineering agreement contractual procedure. After a statement of position by both the Department and the consulting engineers present, it was pointed out by Earl C. Reynolds, Jr., President of I.S.P.E., that in reality there was very little to discuss but that with what they were in complete agreement, other than the "matter of emphasis on how to attach the proper weight to the amount of the fee". In determining the successful bidder, other factors to be considered are the ability and capacity of the firm to do the job.

Those present, other than Mr. Reynolds, were:

Sumner Johnson, Johnson & Underkofler, Boise  
Walter Smith, Boise Water Company, Boise  
C. J. Voeller, Hamilton & Voeller, Pocatello  
W. P. Eaton, State Highway Department, Boise  
S. N. Weisgerber, Jr., State Highway Department, Boise

April 24, 1957

Gravel Hill South of Lewiston - Clearwater Bridge. Mr. R. F. Bentley and Howard Engle of Lewiston appeared before the Board and offered to remove a hill of gravel, etc., on the undeveloped property owned by the Department immediately South of the Lewiston-Clearwater Bridge. Mr. Bennett, State Highway Engineer, referred the matter to Phil Marsh, District Engineer of District 4, for a study as to the future use of this material.

Madison, Fremont, Teton & Jefferson Counties Delegation. A delegation from Madison, Fremont, Teton and Jefferson Counties appeared before the Board in behalf of a State Highway from Sage Junction to Rexburg. Mr. Elmer Moss, County Commissioner from Jefferson County, stated that he thought Jefferson County would be willing to take over present State Highways 80 and 49, and possibly 48, should the State agree to constructing the Sage Junction-Rexburg Road and placing it on the State Highway System. Those in attendance and stating the need and the support of their areas to the construction of this road to State standards, were:

Orme Jorgenson, St. Anthony, Feed & Seed Dealer  
 Lester Young, County Commissioner, Fremont County  
 Senator Sam Litton, St. Anthony  
 Representative Steve Meikle, Rexburg  
 Harry Graham, Madison County Commissioner, Rexburg  
 Wilbur Hemming, Rexburg Chamber of Commerce  
 Representative W. J. Sewell, Teton County, Driggs  
 Donald Jardine, Teton County Commissioner, Teton  
 Senator Bert Call, Rigby  
 Lon Lott, Farmer & Trucker, Mud Lake

Amalgamated Sugar Company. Harry Elcock and Reed Wilkerson of the Amalgamated Sugar Company, together with Mr. Shank and Mr. Kurbs of the Rupert Beet Grower's Association, appeared regarding the transfer of their Amalga Siding in exchange to defray some of their costs on the new proposed crossing by the railroad spur of U.S. 30-North between Rupert and Heyburn. The Department and the Board indicated something could be worked out, as additional right of way for the improvement of U.S. 30 in that area would be needed.

Montpelier Chamber of Commerce Delegation. A delegation from the Montpelier Chamber of Commerce appeared before the Board, urging the Department for an early routing of the Bennington-Montpelier U.S. 30-N and the Montpelier Washington Street improvement in order to complete the job this summer, as the oiling season is short in that area. It was explained that the project is delayed at this time because of two gas pumps being on the right of way in Bennington. The delegation consisted of Jerry Phelps, Clair Barrett, Max Haddock and F. W. Sorgatz, Montpelier.

Pocatello Chamber of Commerce Delegation. A delegation from the Pocatello Chamber of Commerce next appeared regarding the location of the Interstate west of U.S. 91-191 and passing Blackfoot 6 miles to the west of the present Interstate location one mile west of Blackfoot. The proposed route would better connect Pocatello with the A. E. C. Project, and grant 125 commuters from Pocatello a saving of time to and from their jobs at the A.E.C. It was pointed out by the Board that such a proposed route

does not have the characteristics either in direction or traffic

volume possibilities of the Interstate Freeway. The delegation consisted of:

Al Reading, Secretary of the Pocatello Chamber of Commerce  
Vern Herzog  
Guy Nielsen  
Dick McLelland  
Noall Streeper

A wire from Allan C. Johnson, Manager of the U.S. Atomic Energy Commission at Idaho Falls, was received stating that the proposed routing had merit, but that the A.E.C. was not in a position to participate financially, nor could he justify it by necessity.

Boise County Commissioners. Boise County Commissioners and Senator Ted Hoff next appeared regarding the Banks-Garden Valley Road.

Joe Spencer, Ontario, Oregon. Joe Spencer of Ontario, Oregon, next called upon the Board regarding the Idaho connection with the Oregon Interstate, whereupon he was informed that a contract was under way for the engineering of such a connection between Ontario and Desert Center near Caldwell.

THEREUPON, the Board adjourned, to reconvene Thursday, April 25, to tour the highways in Southwestern Idaho.

#### THURSDAY, April 25

The Board toured Washington, Canyon, Payette, Gem and Ada Counties, reviewing State Highways 52 and 16; the Porters and Olds Ferry location routes in Washington County, and Highway 95 South to Marsing. The Interstate location from Caldwell to Boise was also reviewed.

With the Board were State Highway Engineer, G. Bryce Bennett; Assistant District Engineer of District No. 3 Gus Anderson, and Chief Locating Engineer, S. E. Johnson.

#### FRIDAY, April 26

The Board reviewed State Highway 51 to the Nevada Line; the Interstate location between Mountain Home and Bliss, and U.S. 30 from Bliss to Twin Falls.

Quit Claim Deed. While on tour, the Board signed and executed a Quit Claim deed from the State of Idaho to A. F. Seward and Jennie F. Seward, his wife, for the purpose of conveying lands in Lot 1, Section 7, Township 6 North, Range 8 West, Boise Meridian. Said deed was given in order for Mr. Seward to have clear title to lands so he can reconvey to the Department of Highways.

SATURDAY, April 27

District Engineer of District No. 2 Roy Jump joined the group in review of State Highways 79 and 46 to Gooding; thence to Shoshone, and State Highway 24 to Minidoka and Rupert. The possible location of the Interstate between Paul and the Hansen Bridge was reviewed, as well as U.S. 30 from Hansen to Burley.

The Board adjourned at Burley at 5:00 p.m., Saturday, to meet again at Boise, May 20 and 21 for their regular monthly Board meeting, and to review roads in Eastern and Southeastern Idaho, May 22 through 25.



R. C. RICH, Chairman

Done at Boise, Idaho  
May 20th, 1957

April 27, 1957

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 20 through 25, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., Monday, May 20, 1957.

Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the regular Board Meeting held April 22 through 27, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held April 30, and May 7 and 14, 1957, and concurred in the State Highway Engineer's awarding of the following contracts:

ST-M-2352(505) & STOCKPILES 184, 190 & 199 - Consisting of seal coating 20.396 miles of U.S. Highway 93-A, Shoshone-East of Richfield, and furnishing crushed gravel and cover coat material in Stockpiles, in Blaine and Lincoln Counties - State financed. The contract was awarded on May 1, 1957 to the low bidder, Aslett Construction Company, Twin Falls, Idaho, in the amount of \$61,970.70; the Engineer's Estimate being \$78,557.50.

ST-4114(516) - Consisting of furnishing and installing a street lighting system on U.S. Highway 95 at North Lewiston, in Nez Perce County - State financed. The contract was awarded on May 3, 1957 to the low bidder, Stout Electric, Lewiston, Idaho, in the amount of \$6,354.00; the Engineer's Estimate being \$7,200.00.

STOCKPILE PROJECTS Nos. 192 & 196 - Consisting of furnishing crushed gravel and cover coat material in stockpiles adjacent to U.S. 191 and 30 N, near Gibson and Michaud, in Bingham and Power Counties - State financed. The contract was awarded on May 1, 1957 to the low bidder, Aslett Brothers, Twin Falls, Idaho, in the amount of \$20,325.00; the Engineer's Estimate being \$28,375.00.

STOCKPILE PROJECTS Nos. 138 & 139 - Consisting of furnishing crushed gravel in stockpiles at Castle Creek and Newsome Creek, adjacent to State Highway No. 14, in Idaho County - State financed. The contract was awarded on May 1, 1957, to the low bidder, Washington County Sand & Gravel, Midvale, Idaho, in the amount of \$35,250.00; the Engineer's Estimate being \$32,200.00.

F-3022(6) - Consisting of constructing a plantmix bituminous surface on 7.474 miles of Highway U.S. 30 between Glenns Ferry and King Hill, in Elmore County - Federal Aid Primary and State financed. The contract was

May 20, 1957

awarded on May 8, 1957 to the low bidder, Morrison-Knudsen Company, Inc., in the amount of \$194,519.50, the Engineer's Estimate being \$266,202.75.

F-3112(7) - Consisting of resurfacing, placing a roadmix bituminous surface and a seal coat on 5.691 miles of U.S. Highway 95, Council South, in Adams County - Federal Aid Primary and State financed. The contract was awarded on May 15, 1957 to the low bidder, Nelson Gravel Company, Boise, Idaho, in the amount of \$158,943.80, the Engineer's Estimate being \$163,316.60.

STOCKPILE Projects Nos. 195 & 197 - Consisting of furnishing crushed gravel, crushed rock and cover coat materials in stockpiles near Montpelier and Grays Lake, in Bear Lake and Caribou Counties - State financed. The contract was awarded on May 15, 1957 to the low bidder, Western Construction Company, Pocatello, Idaho in the amount of \$53,350.00, the Engineer's Estimate being \$50,900.00.

STOCKPILE Projects Nos. 155-157-158-187-188 & 208 - Consisting of furnishing crushed gravel, rock and cover coat materials in stockpiles adjacent to various highways in District V, in Boundary, Shoshone, Kootenai, and Benewah Counties - State financed. The contract was awarded on May 15, 1957 to the low bidder, Frank G. Baulne, Inc., Yardley, Washington, in the amount of \$206,200.00; the Engineer's Estimate being \$286,550.00.

Operating Budget, July 1, 1957 to June 30, 1958. The Department of Highways Internal Operating Budget for the fiscal year July 1, 1957 to June 30, 1958 as recommended by Chief Accountant M. C. Whaley and State Highway Engineer G. Bryce Bennett, was presented to the Board and approved.

Quitclaim Deed - Stockpile Site, Valley County. The Board signed and executed a Quitclaim Deed from the State of Idaho to Marion B. Kerbey and Francis Edmund Kerbey, her husband, of Cascade, County of Valley, for the purpose of clearing title to an irregular parcel of land lying in a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 36, Township 14 North, Range 3 East, Boise Meridian.

In exchange for said deed, together with a Quitclaim Deed to J. I. Morgan, Inc., as shown in that Board Minute entry of the Board of Highway Directors dated April 23, 1957, the State of Idaho receives a lease of the area required for a stockpile site.

Public Hearings. Public Hearings as prescribed by State statute were authorized by the Board for Twin Falls, Sandpoint, Hamer, Dubois and Spencer.

Personnel Over 65. Upon the recommendation of the State Highway Engineer, the Board approved the continuation of employment until June 30, 1958 for the following personnel over 65 years of age:

H. B. Sternberg, H. E. Rawlins, Albert Piper, Tom Harmer, David M. Jones, Oliver Johnson, Ira Staley, Eligha Hill, Arl Burns, Charles R. Thompson, Paul Donart, J. H. Thomas, W. E. Standifird, William P. Hughes, M. H. Thompson, A. J. Christensen, G. H. Peterson, H. C. Dumbolton, H. E. Turner, Guy Wood, Wassil Ostrogorsky, and Perry Oxley.

May 20, 1957

Personnel Promotions. The Board approved the following promotion: Jack Stowe - Group IV to Group V, \$581.00 to \$700.00 per month, effective July 1, 1957.

Out of State Travel. Out of state travel was approved by the Board as follows:

Walt Albrethsen to Salt Lake City, June 19 through 22, to attend the AASHO Committee on Bridges and Structures.

Two Board Members and the Board Secretary to attend the WASHO Conference in Houston, Texas, June 10 to 15, 1957.

Decisions of the Board regarding Pocatello and Alameda. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held at Pocatello in the Municipal Auditorium at 8:00 p.m., Monday, May 13, 1957, and at Alameda in the Greenacres School Building at 8:00 p.m., Tuesday, May 14, 1957 regarding Projects Nos. I-IG-1024(12) and I-IG-1032(506), and made its decisions as follows:

In the matter of the proposed construction of an Interstate Freeway and the changes in the State Highway System in and in the vicinities of Pocatello and Alameda, Idaho, the Board finds and determines that the following changes in the State Highway System in and in the vicinities of Pocatello and Alameda, to wit:

1. The new location of Interstate US 91-191 to depart from existing US 91-191-30 N at a point approximately one-half mile Southeast of the Southeast city limits of Pocatello, and to proceed Northwesterly through the low hills East of Pocatello, passing near the East City limits at the Easterly extension of Center Street. It is to continue Northeasterly and Northerly, being about  $1\frac{1}{2}$  miles East of the railroad opposite Fort Hall and to intersect the Butte Branch of the U.P. Railroad and the present location of US 91-191 at a point about 2.0 miles Southwest of the South city limits of Blackfoot.
2. Interchange connections with existing US 91-191 to be provided near Pocatello and Alameda and near Chubbuck by way of proposed US 30N at a point near the South city limits of Chubbuck. Interchanges to also be provided at points opposite Fort Hall and near the crossing of US 91-191, 2.0 miles South of Blackfoot.

The exact interchange locations shall be flexible to the extent that detailed surveys and studies may prove substitute locations more beneficial. Such interchanges to be provided for access to the communities, and at the intersections with more important roads.



3. The new location of US 30N Interstate would diverge from existing US 30N at a proposed interchange near the Power County Line and proceed thence East, crossing existing US 91-191 near the South city limits of Chubbuck, connecting with proposed Interstate US 91-191 at a proposed interchange about one mile East of Chubbuck. This latter connection is the Easterly terminus of Interstate Route US 30N.
4. All of existing routes US 30N, US 91-191 in and between these three municipalities and North to Blackfoot to be retained on the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Cities of Pocatello and Alameda from said proposed changes.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Tuesday, May 21, 1957.

TUESDAY, May 21, 1957

The Board reconvened at 603 Main Street at 8:00 a.m., Tuesday, May 21, 1957, with all members of the Board, the State Highway Engineer and the Secretary present.

Bids. The Board reviewed the results of the bid opening held May 21, 1957, and concurred in the State Highway Engineer's awarding of the following contracts:

S-6755(2) - Consisting of constructing the roadway and a bituminous surface treatment on 4.938 miles of the Montevue Road from the Jefferson County Line-Lidy Hot Springs, in Clark County - Federal Aid Secondary and County financed. Subject to the concurrence of the Clark County Commissioners, the contract was awarded on May 24, 1957 to the low bidder, Holmes Construction Company, Heyburn, Idaho, in the amount of \$53,836.00, the Engineer's Estimate being \$73,179.00.

ST-M-1381(505) - Consisting of reconditioning the shoulders and seal coating 11.172 miles of U.S. Highways 20 and 26, Arco East - Big Lost River, constructing a roadmix bituminous surface on 4.952 miles and seal coating 33.646 miles of U.S. Highway 26, A.E.C. Jct. - Snake River Bridge, in Butte and Bingham Counties - State financed. The contract was awarded on May 22, 1957 to the low bidder, Holmes Construction Company, Heyburn, Idaho, in the amount of \$112,216.20, the Engineer's Estimate being \$140,709.10.

ST-M-4113(516), 4211(505), 4780(503) & Stockpile 179 - Consisting of seal coating sections of U.S. Highway 95 and State 11 & 13, in the vicinity of Grangeville and Greer and furnishing crushed rock and cover coat material in stockpiles at Weippe, in Idaho and Clearwater Counties - State financed. The contract was awarded on May 22, 1957 to the low bidder, United Paving Company, Spokane, Washington, in the amount of \$94,868.75, the Engineer's Estimate being \$128,051.25.

May 21, 1957

Decisions of the Board Regarding Filer and Buhl. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, the Board reviewed the transcripts of the public hearings held at the Buhl City Hall, Buhl, Idaho at 7:00 p.m., Wednesday May 15, 1957 and at the American Legion Hall in Filer, Idaho at 4:00 p.m. of the same date, and made its decision as follows regarding Project No. F-2361(512).

In the matter of the proposed changes in the State Highway System in and in the vicinities of Buhl and Filer, Idaho, the Board finds and determines that the following changes in the State Highway System in and in the vicinities of Buhl and Filer, to wit:

1. Construction on revised alignment, starting at the turn at the Southwest corner of Filer, thence Westerly 7 miles, thence Northerly 2 miles to the Southeast corner of Buhl, will provide a 40-foot width roadway with ample provision for an adequate base and bituminous surface. The project to be a Federal Aid Project. Maintenance to be by the Department of Highways, following usual policy.
2. The new highway as outlined in the paragraph above to be added to the State Highway System and substituted for the present location of US 30 between those common points.
3. The present State Highway between those points to be removed from the State Highway System. The length of the new section to be relocated is approximately 9 miles.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Cities of Buhl and Filer from said proposed changes.

Decision of the Board regarding Chubbuck. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcript of the public hearing held in Chubbuck, Idaho at the Village Hall, at 4:00 p.m., Tuesday, May 14, 1957 regarding Project Nos. I-IG-1024(12) & I-IG-1032(506), and made its decision as follows:

In the matter of the proposed construction of an Interstate Freeway and the changes in the State Highway System in and in the vicinity of Chubbuck, Idaho, the Board finds and determines that the following changes in the State Highway System in and in the vicinity of Chubbuck, Idaho, to wit:

1. The new location of Interstate US 91-191 to depart from existing US 91-191-30N at a point approximately one-half mile Southeast of the Southeast city limits of Pocatello, and to proceed Northwesterly through the low hills East of Pocatello, passing hear the East city limits at the Easterly extension of Center Street. It is to continue Northeasterly and Northerly, being about 1½ miles East of the Railroad opposite Fort Hall and to intersect the Butte Branch of the

U.P. Railroad and the present location of US 91-191 at a point about 2.0 miles Southwest of the South city limits of Blackfoot.

2. Interchange connections with existing US 91-191 to be provided near Pocatello and Alameda and near Chubbuck by way of proposed US 30N at a point near the South city limits of Chubbuck. Interchanges to also be provided at points opposite Fort Hall and near the crossing of US 91-191, 2.0 miles South of Blackfoot.

The exact interchange locations shall be flexible to the extent that detailed surveys and studies may prove substitute locations more beneficial. Such an interchange directly South of Chubbuck or at Hawthorne, if found advisable after study and consultation with the Bureau of Public Roads, to be provided for access to the communities.

3. The new location of US 30N Interstate would diverge from existing US 30N at a proposed interchange near the Power County Line and proceed thence East, crossing existing US 91-191 near the South city limits of Chubbuck, connecting with proposed Interstate US 91-191 at a proposed interchange about one mile East of Chubbuck. This latter connection is the Easterly terminus of Interstate Route US 30N.
4. All of existing routes US 30N, US 91-191 in and between these three municipalities and North to Blackfoot to be retained on the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Chubbuck from said proposed changes.

Expense Vouchers. The Board approved Expense Vouchers as follows: R. C. Rich, \$86.00; D. P. Jones, \$86.65 and L. K. Floan, \$77.31, all for the month of April, 1957.

THEREUPON, the Board adjourned, to enplane for Pocatello, from which point they toured the highways in Eastern Idaho.

MAY 22-25, 1957

On the 22, 23, 24 and 25th of May the Board toured the roads in Bannock, Franklin, Bear Lake, Caribou, Bonneville, Jefferson, Teton, Fremont, Madison, Clark, Custer, Blaine, Jerome and Twin Falls Counties.

THEREUPON, the Board adjourned, to reconvene at their next regularly scheduled meeting, to be held June 24, 25 and 26, 1957.

Done at Boise, Idaho  
June 25th, 1957

  
\_\_\_\_\_  
R. C. RICH, Chairman

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 25 &amp; 26, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho at 8:00 a.m., Tuesday, June 25, 1957.

## Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The minutes of the regular Board meeting held May 20 through 25, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held May 28, June 4 and 11, 1957 and concurred in the State Highway Engineer's awarding of the following contracts:

Materials Laboratory Building - Consisting of constructing a Materials Laboratory Building at the headquarters site at Coeur d'Alene, Idaho, in Kootenai County - State financed. The contract was awarded on May 29, 1957 to the low bidder, Sceva Construction Company, Spokane, Washington, in the amount of \$16,448.00, the Engineer's Estimate being \$17,500.00.

Equipment Storage Shed. - Consisting of constructing an Equipment Storage Shed at the Strawberry Glen site near Boise, in Ada County - State financed. The contract was awarded on May 29, 1957 to the low bidder, J. H. Wise & Son, Inc., Boise, Idaho, in the amount of \$19,900.00, the Engineer's Estimate being \$23,000.00.

S-3809(1) & Idaho Project No. ST-M-3809(505) & Stockpile No. 203 - Consisting of constructing the surface and a bituminous surface treatment on 12.886 miles, Tollgate-Dixie, and seal coating on 9.3 miles, Mountain Home - Tollgate, on State Highway No. 68 and furnishing crushed rock in stockpile, in Elmore County. - Federal Aid Secondary and State financed. The contract was awarded on May 29, 1957 to the low bidder, Nelson & Deppe, Boise, Idaho, in the amount of \$245,668.60, the Engineer's Estimate being \$300,409.25.

S-6808(1) - Consisting of constructing the roadway, drainage structures and a roadmix bituminous surface on 5.690 miles of the Green Timber Road, Jct. FAS-6801 - Targhee National Forest, in Fremont County - Federal Aid Secondary and State financed. The contract was awarded on June 6, 1957 to the low bidder, Karl Woodall, Boise, Idaho in the amount of \$212,775.75, the Engineer's Estimate being \$247,822.20.

June 25, 1957

S-4800(3) - Consisting of constructing the roadway, a bituminous surface treatment and a 51.8' concrete bridge on 10.025 miles of State Highway No. 8 from Deary to Bovill, in Latah County - Federal Aid Secondary and State financed. The contract was awarded on June 6, 1957, to the low bidder, Frank G. Baulne, Inc., Spokane, Washington, in the amount of \$1,069,000.75 - 3/4", and \$1,069,000.75 - 5/8", the Engineer's Estimate being \$1,102,865.25 - 3/4", and \$1,102,865.25 - 5/8".

ST-M-1701(504) & Stockpile 193 - Consisting of seal coating 16.55 miles on State Highway 37, Pleasantview-Holbrook, and furnishing crushed gravel and cover coat material in stockpiles, in Oneida County - State financed. The contract was awarded on June 6, 1957 to the low bidder, Fife Construction Company, Brigham City, Utah in the amount of \$38,965.00, the Engineer's Estimate being \$46,380.00.

S-5720(3) - Consisting of constructing a roadmix bituminous surface on 6.474 miles on the Worley West Road, Worley-Washington State Line, in Kootenai County - Federal Aid Secondary and County financed. Subject to the concurrence of the Kootenai County Commissioners, the contract was awarded on June 7, 1957 to the low bidder, Standard Asphalt Paving Company, Spokane, Washington, in the amount of \$78,329.02, the Engineer's estimate being \$89,685.30.

S-4745(1) - Consisting of constructing the roadway, drainage structures and a bituminous surface treatment on 4.130 miles of the Melrose Jct. - Gifford Road, Melrose Jct. North, in Nez Perce County - Federal Aid Secondary and County financed. Subject to the concurrence of the Nez Perce County Commissioners, the contract was awarded on June 6, 1957 to the low bidder, F. H. DeAtley & Company, Lewiston, Idaho in the amount of \$178,484.85, the Engineer's Estimate being \$177,701.50.

F-5121(3) - Consisting of constructing the roadway and a plantmix bituminous surface on 4.757 miles of U.S. Highway No. 2, between the Washington State Line and Priest River, in Bonner County - Federal Aid Primary and State financed. The contract was awarded on June 6, 1957 to the low bidder, Kiely Construction Company, Butte, Montana, in the amount of \$609,009.55, the Engineer's Estimate being \$676,900.00.

ST-M-2353(502) & Stockpiles 124, 204, 205 & 209 - Consisting of seal coating 12.676 miles of U.S. Highway 93 Alt., South of Challis, and furnishing crushed gravel and cover coat material in various stockpiles adjacent to U.S. Highway 93 Alt., in Custer County - State financed. The contract was awarded on June 13, 1957 to the low bidder, Holmes Construction Company, Heyburn, Idaho in the amount of \$78,473.75, the Engineer's Estimate being \$104,140.00.

Federal Surplus Property Program. The Board signed and adopted the following Resolution:

RESOLVED, that SASP Form 1 A, Certification and agreement for participation in the Federal Surplus Property Program, noted above shall be spread upon the Minutes of this Meeting, and that G. BRYCE BENNETT, State

Highway Engineer, shall be and he is hereby authorized as the representative of the Idaho Department of Highways, to obligate its funds and obtain the transfer to it, from said Agency, of surplus property upon and subject to the terms and conditions relating to transfer of property for educational or health or civil defense purposes set forth above and in its name and on its behalf agree thereto,

RESOLVED FURTHER, That a certified copy of this Resolution be given to the Idaho State Agency for Surplus Property, and that the same shall remain in full force and effect until written notice to the contrary is given said Surplus Property Section.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

IN-5041(7) - U.S. 10 in Kootenai County, Parcels Nos. 36, 36-3/4, and 36-5/8, Woolsey property.

IN-5041(7) on U.S. 10 in Kootenai County, Parcel No. 24, Stillinger property.

F-FG-3112(8) - U.S. 30 North, in Washington County, Parcel No. 1 - Coffman property.

Removal from State Highway System. The Board approved the removal from the State Highway System of the following:

WHEREAS, construction of 2.260 miles of State Highway No. US 93 on new location beginning in Sec. 7, T. 12 N., R. 19 E., 9.800 miles south of Challis and ending at a point in Sec. 32, T. 13 N., R. 19 E., 7.540 miles south of Challis has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map attached hereto,

NOW THEREFORE BE IT RESOLVED, that this portion of the old road, 2.800 miles in length, is hereby removed from the State Highway System, effective this date.

Acquisition of Site for Office at Pocatello. Upon the recommendation of the State Highway Engineer and the Chief Right of Way Agent, the Board approved a deed for the acquisition of a strip of land 400 feet wide lying immediately East of the proposed site at Pocatello for an office building, the cost of said land being \$2,650.05.

Acquisition of Site for Maintenance Shed at Shoshone. Upon the recommendation of the State Highway Engineer and Chief Right of Way Agent, the Board approved an option from Oakley L. Barnard and wife covering property adjacent to the State Highway Maintenance Shed Site at Shoshone. The consideration for this tract of land is \$750.00.

Petitions Regarding State Highway 51. Upon reviewing letters and petitions from the Nampa Chamber of Commerce, the Idaho-Nevada 51 Association, Mountain City, Nevada Chamber of Commerce, residents of Riddle, Bruneau and Grasmere, Idaho, and the Elko Nevada Chamber of Commerce, the Board agreed that the Rattlesnake Hill section of State Highway 51, which is presently being designed, be improved and paved this fall, or in early 1958, as time and money allow.

The design for a new bridge across the Snake River has not been developed as yet, and may have to follow at a later date. The above mentioned groups are to be advised by letter of the Board's decision in the matter.

Hearing Transcripts and Determinations - Twin Falls. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, the Board reviewed the hearing transcript of the public hearing held at Twin Falls in the City Hall Auditorium at 8:00 p.m., Thursday, June 20, 1957, regarding Project No. F-2361(9) and made its decision as follows:

In the matter of the proposed changes in the State Highway System in and in the vicinity of the City of Twin Falls, the Board finds and determines that the following changes in the State Highway System in and in the vicinity of Twin Falls, Idaho, to wit:

1. The relocation of State Highway U.S. 30 from the existing route via Washington Street, Fourth Avenue South and West, and Minidoka Avenue, to proceed by use of two one-way routes, using Washington Street, Second Avenues South and West, and Main Avenue.
2. Reconstruction of the Twin Falls-Kimberly Road, proceeding easterly from "West Five Points" in Twin Falls, for a distance of 8.94 miles to a point 0.2 mile East of the junction with FAS Route 2735 East of Kimberly, to a four-lane highway with grading, draining and bituminous plant-mix surfacing. Curb and gutter section and lighting provided at intersections in Twin Falls. Intersection adjustments at each end of Second and Main Streets in Twin Falls. Right of way in Twin Falls to be 94 feet and in rural sections 100 feet.
3. The proposed one-way couplet, utilizing Main Avenue and Second Avenues South and West to be added to the State Highway System. Upon completion of the channelizations, the present route via Fourth Avenue South and West to be removed from the State Highway System.

(The decision herein pertains to location and routing only, as provided by statute, which does not contemplate matters of design, etc.; however, the Board is always interested in the local views regarding a contemplated project.)

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Twin Falls from said proposed changes.

Out of State Travel Authority. Out of state travel authority was granted for one individual, to be selected by the State Highway Engineer, to attend the Executive Development Conference at the University of Wyoming, September 9-14, 1957.

Also, authorization was granted, (providing a proper man is available), to attend the Management Training Course at Cornell University, Ithica, New York, from September 23 to 27, 1957.

State Highway Engineer, G. Bryce Bennett, was authorized to attend the AASHO Committee on Highway Transport, and the Committee on Vehicle Size and Weight Study, August 13 and 14, 1957 at LaSalle, Illinios.

Bayview Chamber of Commerce Request. The request of the Bayview Chamber of Commerce for the State to take over the road from U.S. 95 into Farragut in Kootenai County was refused by the Board, as it cannot at this time justify adding this road to the State Highway System.

Delegation of Authority for the Executing of Right of Way Contracts. Pursuant to Section 40-112, Idaho Code, the Board authorized the State Highway Engineer to delegate authority for the execution of right of way contracts. The following official minute was signed by the State Highway Engineer:

"I have this day executed an Inter-office memorandum to the Chief Right of Way Agent of the Department of Highways authorizing the Chief Right of Way Agent to execute all Right of Way Contracts for the State Highway Engineer."

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Wednesday, June 26, 1957.

#### WEDNESDAY, June 26, 1957

The Board reconvened Wednesday, June 26, at 8:00 a.m., at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

Expense Vouchers. The Board approved expense vouchers as follows: R. C. Rich, \$100.27; L. K. Floan, \$68.15 and D. P. Jones, \$79.40, all for the month of May, 1957.

Bids. The Board reviewed the results of the bid openings held June 25, 1957, and concurred in the State Highway Engineer's action on the following:

#S-3746(1) - Consisting of constructing the roadway and a plantmix bituminous surface on 0.312 mile of U.S. Highways Nos. 20 & 26, Nyssa

June 26, 1957



Bridge Approach, in Canyon County - Federal Aid Secondary and State financed. The contract was awarded on June 26, 1957 to the low bidder, Wardle Bros. Excavating Company, Boise, Idaho in the amount of \$32,331.65, the Engineer's Estimate being \$36,995.75.

Main Office Electrical Change. Consisting of making an electrical change at the main office of the Department of Highways at 603 Main Street, Boise, Idaho in Ada County - State financed. The contract was awarded on June 26, 1957 to the low bidder, Gem State Electric Company, Boise, Idaho, in the amount of \$1,400.00, the Engineer's Estimate being \$2,500.00.

Materials Laboratory Building. Consisting of furnishing and installing the material and equipment necessary for the electrical operation of a freight elevator at the Materials Laboratory Building in Boise, in Ada County - State financed. The one and only bid received was rejected, since it was 68.17% over the Engineer's Estimate. Bid to be readvertised at a later date.

Boise Chamber of Commerce Delegation. Boise Chamber of Commerce President Bob Hendren, and Fred Kopke of the Chamber's Industry Committee appeared before the Board requesting permission for an unnamed industry to lease part of the old District Warehouse at 27th and Fairview in Boise, whereupon the request was taken under advisement.

Weiser Delegation. A delegation from Weiser headed by Mayor John Lloyd, and including Gilbert Shaw, head of the Western Heavy Equipment School of Operation at Weiser, appeared before the Board asking that the Department give them an alignment and State Highway Standards for a road from Weiser to Olds Ferry. Mr. Lloyd pointed out this would in no way obligate the State to put this road on the State Highway System, but that local interests would furnish all materials and labor, up to and including the grading and culverts, in order to give the equipment school a needed work project. Mr. Lloyd pointed out further, that the road would serve as an access to the Brownlee Reservoir and that some day they hoped that Idaho and Oregon would be in a position to build an Interstate bridge at Olds Ferry.

Mr. Rich asked the State Highway Engineer to have the Department give the Weiser people the requested information regarding alignment and minimum State Highway Standards in order that the local efforts and the money expended would not be lost in the event it should serve as a connecting road to the interstate system in Oregon at Olds Ferry.

Caldwell Delegation. Mayor Simmerman, together with the City Council, and former Mayor Jason Smith, called on the Board for the purpose of the new city officials to become acquainted with the Board and to see what is in the offing highway-wise for Caldwell. The Interstate locations across Boise Valley were discussed. After some discussion, Mr. Rich assured the delegation, "We will invite you in to consider plans before conclusions are made. At the present the ridge road on the South side of the valley seems to be favored. The earlier concept of the interstate was one that would

cause travel over the shortest distance between communities; however, we now believe such highways should serve local as well as through traffic."

Delegation from Camas and Blaine Counties. Camas and Blaine County Commissioners and State Senator Holger Albrethsen from Blaine County, appeared before the Board asking that State Highway 68 east of Fairfield to U.S. 93 be graveled over the very rough sections which have become too rough to travel when the rains set in this fall. Mr. Rich said the Department will try to improve those sections and make them passable this coming winter, stressing that "Our Secondary money is tight, but we will see what we can do."

Montpelier Delegation. Mayor Arthur Walton and a group of Montpelier business men next appeared before the Board asking for an underpass under the Union Pacific Railroad at Washington Street, instead of an overpass as previously approved by the former city administration at Montpelier.

Jack Allanger and Khahil Hansen, Business men on Washington Street, spoke of the hardships of the businesses in this block next to the proposed overpass. The Board informed them that further study will be necessary as to maintenance costs of an underpass because of the high water table, and that additional construction costs for an underpass versus an overpass would be compiled and an appraisal made for the Board's further consideration.

Bear Lake County Delegation. A delegation from Bear Lake County, headed by C. N. Carlsen, County Commissioner, Ovid, Idaho, Bill Hayes, Board Chairman of Georgetown and Senator George Warren, Bear Lake, next appeared before the Board for assistance in improving the canyon road from Georgetown to the Farmer's Union Fertilizer Millsite. Secondary Roads Engineer, "Shanty" Short, outlined various possibilities, and the matter resolved itself as a local and County project, since there is only \$5,000.00 left in Federal Aid funds to Bear Lake County until July of 1958.

Marshfield Homes, Inc. Appearing next before the Board was a delegation of hour trailer dealers headed by Elmer Frey, President of Marshfield Homes, Inc., of Marshfield, Wisconsin. They requested the Board consider granting of special permits on a one-year basis for 10-foot wide mobile house trailers over Idaho's highways. The Board told the group that the matter would be given consideration at their next meeting.

Quit Claim Deed - Bliss-Twin Falls, F-2361(6). The Board signed and executed a Quitclaim Deed from the State of Idaho to Fred Leach and Nettie M. Leach, his wife, of Gooding County, State of Idaho, conveying a parcel of land lying over and across the SW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 27, Township 6 South, Range 13 East, Boise Meridian.

In exchange for said deed, the State of Idaho receives a deed from

Fred Leach and Nettie M. Leach, his wife, conveying certain real property lying over and across the NE $\frac{1}{4}$ SW $\frac{1}{4}$  and the SW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 27, Township 6 South, Range 13 East, Boise Meridian.

THEREUPON, The Board adjourned, to reconvene at their next regularly scheduled meeting to be held July 24 through 26, 1957.

  
\_\_\_\_\_  
R. C. RICH, Chairman

Done at Boise, Idaho  
July 24, 1957

June 26, 1957

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS 149

July 24 & 25, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m., July 24, 1957.

Present were:

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Board Meeting held June 25 & 26, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held July 16 and 23, 1957 and concurred in the State Highway Engineer's action on the following contracts:

S-4782(3) - Consisting of constructing the roadway and a crushed rock base on 2.269 miles of the Orofino-Whiskey Creek Road between Orofino and Grangemont, in Clearwater County - Federal Aid Secondary and County financed. Subject to the concurrence of the Clearwater County Commissioners the contract was awarded on July 18, 1957 to the low bidder, Goodfellow Brothers, Inc., Wenatchee, Washington, in the amount of \$165,043.00, the Engineer's Estimate being \$180,285.25.

F-2351(2) & F-2371(1) & Stockpile 210 - Consisting of constructing the roadway, drainage structures, a 40' concrete bridge and a plantmix bituminous surface on 1.382 miles of U.S. Highway 26 and State Highway 46, Gooding Streets and Gooding South, in Gooding County - Federal Aid Primary and State financed. Upon the recommendation of the State Highway Engineer, the bid was refused, there being only one bid received which grossly exceeded the Engineer's Estimate. This project to be readvertised at a later date.

S-1824(1) - Consisting of constructing the roadway, four concrete bridges and a bituminous surface on 4.905 miles of the Aberdeen Loop, in Bingham County - Federal Aid Secondary and County financed. Upon being apprised of a provision accorded the Board under Section 103.01 of the Standard Specifications, the Board waived the technicalities of this bid, and upon the concurrence of the Bingham County Commissioners, awarded same to T. & S. Construction Company, Twin Falls, Idaho, in the amount of \$165,029.45, the Engineer's Estimate being \$188,533.95.

S-1770(2) & S-1775(3) - Consisting of reconditioning the existing roadbeds and placing a bituminous surface treatment on 6.136 miles of the Cedar Hollow and Grace-Turner Roads, Niter Jct., North and the Bear

July 24, 1957

River Bridge Approaches, in Caribou County - Federal Aid Secondary and County financed. Subject to the concurrence of the Caribou County Commissioners, the bid was awarded on July 25, 1957 to the low bidder, Marion J. Hess, Malad City, Idaho in the amount of \$24,719.40, the Engineer's Estimate being \$30,398.15.

Hearing Transcripts and Determinations. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the 1956 Federal Aid Highway Act, the Board reviewed the hearing transcript of the public hearing held at the City Hall in Sandpoint, Idaho, on Wednesday, July 17, 1957 at 4:00 p.m., regarding Project No. F-FG-5116(9) and made its decision as follows:

In the matter of the proposed changes in the State Highway System within and in the vicinity of the City of Sandpoint, the Board finds and determines that the following changes in the State Highway System within and in the vicinity of Sandpoint, to wit:

1. Relocation of portions of US 95, US 10A & US 2 from the curve at the east end of Superior Street, extended, northerly approximately 2.33 miles along the east bank of Sand Creek to new connections with present State Highways US 95, US 2 and US 10A.
2. Relocation of portions of State Highways US 2 and US 10A between a point on 5th Avenue near the north city limits of Sandpoint approximately 1.33 miles northeasterly to new connections with present State Highway US 10A - US 95.
3. Extension of the present State Highway on Cedar Street easterly to connect with the proposed relocation of State Highway US 95 - US 10A east of Sand Creek.
4. The new location of US 2 - US 10A north of the Interchange Track Underpass on 5th Avenue and the new location of US 95 - US 10A east of Sand Creek and north of the Superior Street connection would be added to the State Highway System.
5. All of the old highway north of the Interchange track, thence to connections with the present highway to the north and east would be removed from the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Sandpoint from said proposed changes.

\* \* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the 1956 Federal Aid Highway Act, the Board reviewed the hearing transcript of the public hearing, (continuation of hearing held September 21, 1956,) held at the

July 24, 1957

Boundary County Court House, Bonners Ferry, Idaho, at 8:00 p.m., Wednesday, July 17, 1957, regarding Project No. F-FG-5116(8) and made its decision as follows:

In the matter of the proposed changes in the State Highway System within and in the vicinity of the Village of Bonners Ferry, the Board finds and determines that the following changes in the State Highway System within and in the vicinity of Bonners Ferry, to wit:

1. The relocation of U.S. 95 at Bonners Ferry and between Naples and a point 2.3 miles south of the south city limits of Bonners Ferry. A four-lane overpass of the Great Northern Railroad and a business loop at Bonners Ferry.
2. The relocation of U.S. 95 in Bonners Ferry would start at a point on the present U.S. 95 on Park Avenue south of Division Street, thence northerly along a line a short distance east of the present road to a proposed overpass of the Great Northern Railroad about 300 feet east of the present grade crossing and thence on a curve lying a maximum of 600 feet east of Main Street to a connection with U.S. 95 on Main Street near the south end of the Kootenai River Bridge, as reflected on revised plans, dated July, 1957.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Bonners Ferry from said proposed changes.

Decisions of the Board Regarding Relocation of Utility Facilities.

After reviewing the following projects plans, the Board decided in the affirmative regarding the hearings in the matter of necessity of the relocation of utility facilities:

Those waiving hearings were: Utah Power & Light Company, Project No. F-1481(4), Montpelier-Bennington Road, US 30N, Bear Lake County; The Mountain States Telephone & Telegraph Company, Projects Nos. F-1481(1), Montpelier-Bennington Road, US 30-N, Bear Lake County, F-2351(2) & F-2371(1), Gooding Streets, Gooding County, S-3746(1), US 20-26, Canyon County, IDAHO FHP 34-A19, Yellowstone Park Highway, Fremont County, and, Idaho Power Company, Projects Nos. F-2351(2) & F-2371(1), Gooding Streets, Gooding County, and S-3882(1), Cambridge-Brownlee Road, Washington County.

Those Companies not appearing after due and proper notice given, were: Cambridge Telephone Exchange, Project No. S-3882(1), Cambridge-Brownlee Road, Washington County; Aberdeen Telephone Company, S-1824(1), Aberdeen Loop Road, Bingham County; and Fall River R.E.A., Project No. Idaho FHP 34-A19, Yellowstone Park Highway, Fremont County.

Delegation from Jefferson and Madison Counties. A delegation from Jefferson and Madison Counties, comprised of C. M. Bright, W. H. Shuldborg and Angus Peterson, County Commissioners from Jefferson County, S. M. Meikle, State Representative from Madison County, and Bert Call, State Senator from Jefferson County, appeared before the Board regarding local participation on the proposed Sage Junction-Rexburg project. Mr. Bright stated that his people have been "sold" on taking the Menan-Lorenzo Road, (presently State Highway 80,) into the County System, but do not feel that they could justify taking over the Roberts-Rigby Road, (State Highway 48.)

The Board suggested that Jefferson County consider surrendering four years of Federal Aid matching moneys, plus revenues from the Highway Department, which in total would amount to approximately \$200,000.

State Representative Steve Meikle offered to contact Fremont County after it appeared to the Board that approximately \$125,000 of their Federal Aid and highway revenues might well be contributed towards the financing of the Sage Junction-Rexburg construction, which will amount to a minimum of \$1,320,000.00, according to surveys and estimates made by Chief Locating Engineer, S. E. Johnson. This figure was based on the assumption that 3½ miles of the present oiled Secondary Road west of Rexburg could be used in its present condition for several years. Thus, the length of the new construction required would be approximately 16.7 miles. Construction would include an underpass in crossing the Union Pacific Butte Line branch at the West end; a grade crossing on the East across the West Belt Line Railroad, and a new bridge over Henry's Fork 5.8 miles west of Rexburg. Paved roadway width would be 28 feet, with 400' right of way in Federal Lands and 80' to 100' in private lands.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Thursday, July 25, 1957.

#### THURSDAY, July 25, 1957

The Board reconvened at 8:00 a.m., Thursday, July 25, 1957, at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

Sale of Surplus Property, Lemhi County. Upon the recommendation of the State Highway Engineer and the Chief Right of Way Agent that a certain parcel of land be declared surplus, said parcel located in Lemhi County and purchased from Warren M. Holcomb as described in a Deed recorded in Book 42 at Page 226 of Lemhi County Deed Records, the Board declared this parcel surplus and directed State Highway Engineer to dispose of said parcel for a consideration of at least \$74.00. The Board recommended that a price of \$150.00 be obtained for the parcel; however, it was agreed that the State Highway Engineer should make the decision as to the exact price obtained.

Purchase of Lands for Bliss-Hagerman Bridge Project. Upon the recommendation of the State Highway Engineer, the State Highway Board directed the State Highway Engineer to purchase the lands required for the construction of the highway under Project F-2361(6), Bliss-Hagerman

Bridge. In addition to acquiring the lands, the Board further directed all rights of access from said abutting lands to the highway be acquired except such rights of access that are now utilized from said abutting lands to the highway, except no rights of access shall be allowed from Engineer Station 99/95 to Engineer Station 122/00.

Removal from the State Highway System. The Board approved the removal from the State Highway System of the following:

WHEREAS, that portion of State Highway No. 79 extending from a junction with State Highway No. 25 in Jerome to a junction with State Highway No. US 93 northwest of Jerome, a distance of 11.414 miles, is not deemed to have the characteristics of a State Highway as set forth by Chapter 260, Section 16, Idaho Session Laws, 1955, and

WHEREAS, the Board of Commissioners of Jerome Highway District, Jerome County, did, on September 6, 1956, enter into an agreement to assume responsibility for said section of State Highway No. 79, upon completion of certain specified improvements thereon, and

WHEREAS, said specified improvements were completed on July 16, 1957.

NOW, THEREFORE BE IT RESOLVED, that said section of State Highway No. 79 as described above, and as shown on the sketch map attached hereto, is hereby removed from the State Highway System, effective this date.

Revision of U.S. 30 in Twin Falls. The Board approved and executed the following:

WHEREAS, heavy traffic volumes and roadside development have produced a serious problem of traffic congestion on the existing line of State Highway US 30 via Washington Street, Fourth Avenue West and Fourth Avenue South in the City of Twin Falls, and

WHEREAS, detailed engineering studies have revealed the most feasible solution to this problem to be the designation of a one-way street couple via Main Avenue and Second Avenue West and Second Avenue South.

NOW THEREFORE BE IT RESOLVED, that the previous line of State Highway No. US 30 via Washington Street, Fourth Avenue West and Fourth Avenue South between Addison Avenue and Blue Lakes Boulevard, a distance of 1.554 miles, is hereby removed from the State Highway System and that State Highway US 30 between these points be hereby designated via a one-way couple consisting of Main Avenue and Second Avenue West and Second Avenue South with a length of 1.30 miles, all in accordance with the sketch map attached hereto.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

July 25, 1957



On Project No. IN-5041(7), Coeur d'Alene Belt Line, US 10, Kootenai County:

Parcel No. 27, Donat and Anderson  
 Parcel No. 66, L. H. Rasmussen and Nancy B. Rasmussen  
 Parcel No. 47, Harold Henriksen and Gertrude Henriksen  
 Parcel No. 20½, Walter N. Anderson and Louise H. Anderson

Quitclaim Deeds. The Board signed the following, relating to Project No. IN-5041(7), Coeur d'Alene Belt Line, US 10, in Kootenai County, Parcel No. 48-3/4:

We have this day executed in duplicate a Quitclaim Deed from the State of Idaho, Department of Highways, to R. C. Worst and Geneva B. Worst, his wife, in exchange for property conveyed from R. C. Worst et ux to the State in connection with the construction of Project No. IN-5041(7).

The Board also signed the following, relating to Project No. ST-1721 (504), Riverside Junction-Blackfoot, in Bingham County, Parcel No. 2:

We have this day executed in duplicate a Quitclaim Deed from the State of Idaho, Department of Highways, to Rising River Land & Livestock Company, Inc., a California Corporation, in exchange for property conveyed from said Corporation to the State in connection with the construction of subject project.

Dietrich-Kimama Road. State Senator Jack Murphy from Shoshone County next appeared before the Board regarding the Dietrich-Kimama Road improvement. The Board conveyed to him that if sufficient matching moneys were available from the local highway districts and County, and a practical program could be worked out to improve this section of highway, the Board would cooperate and provide state money up to about \$80,000, having in mind that this would about equal the amount spent on the east end of the road in Minidoka County.

Delegation Regarding Outdoor Advertising Signs. Next appearing before the Board were Ray Givens, Attorney, and George Christmas, representing the National Advertising Company; a company which deals primarily in the small type of outdoor advertising signs. Mr. Christmas voiced discrimination regarding the 100-foot setback of signs which does not apply to other types of construction.

Delegation Regarding Ten-foot Wide Trailers. John O'Connor, Executive Secretary, Trailer Coach Association of Los Angeles, next appeared before the Board, requesting that 10-foot trailers be issued permits over Idaho's highways. The Board requested Secretary Summers to brief laws of the various states regarding issuing of permits for 10-foot wide trailers, and submit this information to them at the August Board meeting.

Interstate Connection to Inkom. The Board approved the revision of the Interstate connection into Inkom by authorizing a rehearing of the

matter involving an interchange northwest, and an interchange southeast of the village, and eliminating the previously proposed interchange in the vicinity of the school house.

Out of State Travel. The Board authorized L. F. Erickson to attend the AASHO Road Test Conference in LaSalle, Illinois on August 13 and 14, 1957.

Murtaugh Bridge Settlement. The Board authorized a negotiated settlement of the LaGrande Johnson Company and United Pacific Insurance Company of Tacoma, Washington, in the amount of \$20,000.00 which covered the loss to the State incurred by the collapse of the Murtaugh Bridge across the Main Line Canal in 1956.

One-Way Street Grid in Boise. The Board authorized the State to participate with the City of Boise in the division of construction costs pertaining to the one-way street grid in Boise.

Village of Moore - Connection to U.S. 93. The Board approved the connecting road to the Village of Moore from U.S. 93 to connect Main and A. Streets. This connection is built in lieu of the abandonment of the present U.S. 93 location in and through Moore.

Expense Vouchers. The Board approved Expense Vouchers as follows: D. P. Jones, \$144.80, and R. C. Rich, \$35.85, both for the month of June, 1957. Mr. Floan did not submit an expense account for June.

THEREUPON, the Board adjourned until August 21, 22 and 23, 1957, at which time they will convene for their next regularly scheduled meeting.

  
\_\_\_\_\_  
R. C. RICH, Chairman

Done at Boise, Idaho  
August 21, 1957

July 25, 1957

August 21, 22 & 23, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho at 8:00 a.m., Wednesday, August 21, 1957.

Present were:

David P. Jones, Director, District No. 1  
 R. C. Rich, Director, District No. 2  
 L. K. Floan, Director, District No. 3  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Board Meeting held July 24 and 25, 1957, were read and approved.

Bids. The Board reviewed the results of the bid openings held July 30, and August 6 and 20, 1957, and concurred in the State Highway Engineer's action on the following contracts:

ST-3112(511) & STOCKPILE NO. 211 - Consisting of constructing crushed gravel windrows on 3.0 miles and a crushed gravel surfacing on 6.8 miles of the Starkey Loop Road and furnishing cover coat material in stockpile, in Adams County - State financed. The contract was awarded on July 31, 1957 to the low bidder, A. D. Stanley, Boise, Idaho, in the amount of \$50,075.00, the Engineer's Estimate being \$65,818.75.

ST-M-1737(501) - Consisting of scarifying and relaying existing bituminous surface and seal coating 6.4 miles on State Highway No. 34, Utah State Line-Preston, in Franklin County - State financed. The contract was awarded on August 1, 1957 to the low bidder, Jack B. Parson Construction Company, Smithfield, Utah, in the amount of \$29,341.00, the Engineer's Estimate being \$37,260.00.

S-1707(1) - Consisting of constructing the roadway, drainage structures and a bituminous surface treatment on 5.076 miles of the Deep Creek Road, Jct. U.S. 191-East, in Oneida County. - Federal Aid Secondary and County financed. Subject to the concurrence of the Oneida County Commissioners, the contract was awarded on August 1, 1957 to the low bidder, Marion J. Hess, Malad City, Idaho in the amount of \$105,091.00, the Engineer's Estimate being \$115,933.25.

F-3021(11) (Seal Coat Contract) - Consisting of seal coating 1.524 miles of U.S. Highway Nos. 20-26, Caldwell-East, in Canyon County - Federal Aid Primary and State financed. The contract was awarded on August 19, 1957 to the low and only bidder, Nelson & Deppe, Boise, Idaho, in the amount of \$7,982.50, the Engineer's Estimate being \$6,897.50.

F-3021(11) (Lighting Contract) - Consisting of installing a street

lighting system at the Junction of Highway U.S. 20-26 and 10th Avenue in Caldwell, in Canyon County - Federal Aid Primary and State financed. Upon the recommendation of the State Highway Engineer, the Board concurred in his not awarding a contract, as the low bid of three bids received exceeded the Engineer's Estimate in excess of 10%. This bid to be readvertised at a later date.

ST-6354(507) - Consisting of excavating a rock point approximately 0.25 mile north of Ellis at M.P. 264.9 on U.S. Highway No. 93 in Lemhi County - State financed. The contract was awarded on August 7, 1957 to the low bidder, C. H. Elle Construction Company, Pocatello, Idaho, in the amount of \$7,400.00, the Engineer's Estimate being \$20,000.00.

ST-6471(511) - Consisting of constructing the roadway and a plant mix bituminous surface on 0.548 mile of U.S. Highway 191, in Rexburg, Madison County - State financed. The contract was awarded on August 21, 1957 to the low bidder, Western Construction Company, Pocatello, Idaho, in the amount of \$55,894.50, the Engineer's Estimate being \$71,058.50.

S-6760(3) & S-6770(2) - Consisting of reconditioning the existing roadbed, constructing drainage structures, a 28' concrete bridge and a roadmix bituminous surface on 5.177 miles of the Parker-Egin Road, in Fremont County - Federal Aid Secondary and County financed. Subject to the concurrence of the Fremont County Commissioners and the U.S. Bureau of Public Roads, the contract was awarded on August 21, 1957 to the low bidder, Western Construction Company, Pocatello, Idaho, in the amount of \$107,801.95, the Engineer's Estimate being \$123,471.75.

S-3741(1) (Structures) - Consisting of constructing two 16' concrete culverts, and a 25.4' concrete bridge on the Notus Road connection from two miles north of Notus East to U.S. 30 - in Canyon County - Federal Aid Secondary and County financed. Subject to the concurrence of the Canyon County Commissioners and the U.S. Bureau of Public Roads, the contract was awarded on August 21, 1957 to the low bidder, Watkins Construction Company, Boise, Idaho, in the amount of \$13,311.00, the Engineer's Estimate being \$18,650.00.

F-2351(2) and F-2371(1) & STOCKPILE NO. 210 - Consisting of constructing the roadway, drainage structures, a 40' concrete bridge and a plant mix bituminous surface on 1.382 miles of U.S. Highway 26 and State Highway 46, Gooding Streets and Gooding South, and furnishing crushed gravel and cover coat material in stockpile, in Gooding County - Federal Aid Primary and State financed. The contract was awarded on August 21, 1957 to the low bidder, Neilsen and Miller, Twin Falls, Idaho, in the amount of \$244,726.75, the Engineer's Estimate being \$229,210.50.

F-4114(5) - Consisting of constructing Bus Stop Widening at Genesee Railway Crossing and Genesee Junction on 0.445 miles of Highway U.S. 95, in Nez Perce and Latah Counties - Federal Aid Primary and State financed.

The contract was awarded on August 21, 1957 to the low bidder, United Paving Company, Inc., Spokane, Washington, in the amount of \$32,157.50, the Engineer's Estimate being \$29,851.00.

Personnel Promotions. The following promotions were approved by the Board upon the recommendations of the State Highway Engineer:

Blaine Sessions, Assistant District Engineer, \$725.00  
 Roy Jump, Survey & Plans Engineer, \$850.00  
 Jim Cairns, Assistant State Highway Engineer, \$900.00  
 R. B. Christensen, Assistant District Engineer, \$725.00  
 E. H. Gray, Assistant District Engineer, \$725.00

Ingrade Raises:

C. B. Humphreys, Jr., Senior Resident Engineer, \$700.00 to \$725.00  
 W. W. Sacht, Senior Resident Engineer, \$700.00 to \$725.00  
 T. C. Pethick, Equipment Supervisor, \$700.00 to \$725.00  
 M. C. Whaley, Chief Accountant, \$581.00 to \$612.00

The Board also approved the State Highway Engineer's hiring of Jack Pearring as District Engineer at Rigby at \$800.00, and Charles Glasby as District Engineer at Shoshone, at \$800.00.

The Board also authorized a raise for the Board Secretary, Wayne Summers, from \$600.00 to \$625.00.

Interstate Blackfoot-Bassett Job - Consulting Engineering Award. Wendell H. Smith of Preston, Consulting Engineer and Vice President; Walter G. Beck, Vice President, and Henry W. Shatford, Legal Counsel, appeared before the Board representing the Karl F. Tuttle Engineering Company of Arcadia, California. The Board approved the State Highway Engineer's awarding of consulting engineering services on the Interstate from Blackfoot to Bassett to said company, in the amount of \$120,046.00 for the 38.6 miles involved. A summary of negotiated agreements for engineering services on this project is on file with the Secretary of the Board.

Attorney General Graydon Smith also recommended the Board's action in this regard.

Idaho's Cost of the Illinois AASHO Road Test. The Board approved the Idaho State Highway Department's additional share in the cost of the AASHO Road Test in Illinois in the amount of \$35,000.00, said amount being Idaho's share of contributions amounting to \$3,500,000.00 which is the anticipated needed amount to adequately finance the completion of the test. This amount will be 100 per cent from Idaho Federal Aid funds.

Uncollectible Bills. The Board Secretary was requested to remind the Legal Department prior to the next legislative session, to draw up

a legislative bill authorizing the Accounting Department to charge off five items in a total amount of \$26,340.52 from the various highway districts, the encumbrance of which is dated prior to December 3, 1950. Said amounts have been uncollectible since that time because of highway district office personnel changes and the age of the indebtedness.

Forest Highway Funds. The Board approved the recommendation of the State Highway Engineer regarding the unprogrammed Forest Highway Fund balance of \$83,719.62; and an acknowledgment was signed and forwarded to the U.S. Bureau of Public Roads in Portland.

Hearing Transcripts and Determinations. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held at Dubois in the Clark County Courthouse at 10:00 a.m., Tuesday, August 13, 1957; at Spencer in the School House at 2:00 p.m., August 13, and at the School House in Hamer at 8:00 p.m., August 13, 1957 regarding Project No. I-6033(6), and made its decisions as follows:

In the matter of the proposed construction of an Interstate Freeway and the changes in the State Highway System in and in the vicinities of the Villages of Dubois, Spencer and Hamer, Idaho, the Board finds and determines that the following changes in the State Highway System in and in the vicinities of Dubois, Spencer and Hamer, Idaho, to-wit:

1. Construction of a proposed two-lane freeway with bituminous plantmix surface between a connection with State Highway 28, at Sage Junction, and the Montana Interstate System at Monida Pass, a distance of 55.7 miles via the present highway. Grade separation interchanges, either grade separated or at grade, to be provided at the intersection of U.S. 91 and State Highway 28 and other points indicated on the project maps on file with the Village Board Chairmen of said villages.

The exact interchange locations shall be flexible to the extent that detailed surveys and studies may prove substitute locations more beneficial. Such interchanges to be provided for access to the communities, and at the intersections with more important roads.

Detailed location studies may also reveal the need of some small modifications of the line shown on said maps.

- (a) The proposed relocation to start at a point near the present intersection of US 91 and SH 28, where a grade separated interchange would be provided, and proceed thence northerly on a line west of the present road passing about one-half mile west of the present road at Hamer, intersecting Main Street, present US 91 in Dubois, on a line just west of

Idaho Avenue, recrossing to the west side of present US 91 near the center of Section 29, Township 11 North, Range 36 East, Boise Meridian, thence Northerly on a line coinciding with or near the present road, being about one-fourth mile westerly in the vicinity of Spencer, and one-fourth mile westerly at the northern end at Monida Pass. The new road to be approximately 53.2 miles in length.

2. The existing road between the termini of the proposed project to be removed, upon completion of individual sections, from the State Highway System, where it is not superceded by the proposed new construction.
3. Right of way acquisition to be made for an ultimate four-lane construction. The two-lane section would have a 44-foot width roadbed with 24-foot width pavement in the two traffic lanes and 10-foot bituminized shoulders.
4. Control of access to be obtained and crossing of the Interstate Highway or left turns at grade to be permitted only where necessary and not exceeding a limited number. Where cross traffic exceeds 50 vehicles per day, separation structures to be required.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Villages of Dubois, Spencer and Hamer from said proposed changes.

\* \* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held at Moore, in the "Your Cafe" at 4:00 p.m., Monday, August 12, 1957, and at the Butte County Courthouse in Arco at 8:00 p.m., of the same date, regarding Project No. F-2353(2), and made its decision as follows:

In the matter of the proposed changes in the State Highway System in the vicinities of Moore, and Arco, the Board finds and determines that the following changes in the State Highway System in the vicinities of Moore, and Arco, to-wit:

1. The replacement of 9.6 miles of US 93-A between Arco and Moore, by construction of a new highway 7.9 miles in length on revised location.
2. The proposed new highway to be constructed to a 34-foot width plantmixed or roadmixed bituminous surface.

Construction costs, including purchase of right of way, will

August 21, 1957

be borne by the State Highway fund. Maintenance to be performed by the Department of Highways, following the usual policy.

3. Upon completion of the proposed construction, the existing location of US 93-A between Arco and a point near the North city limits of Moore to be removed from the State Highway System.
- Moore) 4. A connection to Main Street in Moore, (as shown on the  
Only ) map on file with the Village Board Chairman), to be included in the project, providing access to the business district of Moore.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Moore and the City of Arco from said proposed changes.

\* \* \* \*

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcript of the public hearing held at the School House in Inkom, Idaho at 7:00 p.m., Wednesday, August 14, 1957 regarding Project No. I-IG-1031(6), and made its decision as follows:

In the matter of the proposed construction of an Interstate Freeway and the changes in the State Highway System in and in the vicinity of the Village of Inkom, Idaho, the Board finds and determines that the following changes in the State Highway System in and in the vicinity of Inkom, to-wit:

1. Construction on principally a new location of a four-lane Interstate Freeway with bituminous plantmix surface to be constructed from Deep Creek northerly to a point near the South city limits of Pocatello, approximately 53.8 miles via the present route, as compared to 49.4 miles by the proposed relocated freeway.
2. The proposed Freeway to be constructed to Interstate Standards on planned controlled access.
3. The proposed Freeway will bypass Inkom and McCammon. Paved connections to adequate two-lane standards to be provided and maintained as parts of the State Highway System to serve those towns.
4. Two connections, one at the North end, and one at the South end of Inkom, to the Interstate will be provided,



rather than the one connection by the school as originally planned and proposed at the original hearing.

5. The existing State Highway US 91-191-30N from Virginia northerly to the end of the project will be removed from the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Inkom from said proposed changes.

Utility Facility Relocation Hearings and Findings. After reviewing the following listed project plans, the Board decided in the affirmative in the matter of the necessity of the relocation of utility facilities on said projects:

Those appearing before the Board at the hearings on both Projects Nos. S-US-2862(1), Overland Street, City of Burley, and F-2361(4), Main Street, City of Burley, Cassia County were: Mountain States Telephone and Telegraph Company, City of Burley, and the Unity Light and Power Company. Transcripts of said hearings are on file with the Secretary of the Board.

Those waiving hearings were:

On Project No. ST-6471(511), Rexburg Streets, Madison County: Utah Power & Light Company.

On Project No. S-1778(5), Riverdale Curves, Franklin County: Mountain States Telephone & Telegraph Company and Utah Power & Light Company.

On Project No. S-2774(1), Jct. FAS-2777N-Jct, FA-35, Gooding County: Mountain States Telephone & Telegraph Company.

On Project No. F-3321(1), Star-Eagle Road, Ada County: Mountain States Telephone & Telegraph Company, and Idaho Power Company.

On Project No. S-3832(2), Star Jct.-Gem County Line, Ada County: Mountain States Telephone & Telegraph Company, and Idaho Power Company.

On Project No. S-3741(1), Jct. FA-Route 2-Notus Road, Canyon County: Idaho Power Company.

On Project No. F-2361(6), Bliss-Hagerman Bridge, Gooding County: Idaho Power Company.

On Project No. F-2352(2) - Arco-Southwest, Butte County: Mountain States Telephone & Telegraph Company and Utah Power and Light Company.

On Project No. F-4113(6), Culdesac-Craigmont, Nez Perce County: Washington Water Power Company.

On Project No. I-6033(4), Roberts-Sage Jct., Jefferson County: American Telephone & Telegraph Company, Mountain States Telephone &

Telegraph Company, and Utah Power & Light Company.

Those Companies not appearing after due and proper notice given were:

On Project No. F-4113(10), John Day Creek-Slate Creek, Nez Perce County: Clearwater Power Company.

On Project No. F-4113(6), Culdesac, Craigmont, Nez Perce County: Culdesac Television Association, Pacific Telephone & Telegraph Company and Clearwater Power Company.

Lawrence Boyd Claim. Kales Lowe, Burley Attorney, appeared before the Board regarding the Lawrence Boyd claim on Highway 30 west of Twin Falls. Mr. Lowe stated he has a cause of action regarding the matter, but would drop the action if an entrance was permitted to the highway from the property involved. The Board advised him that the matter would be appraised and requested that the Department report what they see in the matter between now and the end of the year. Mr. Lowe was advised that he would have an answer after the first of the year.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Thursday, August 22, 1957.

#### THURSDAY, August 22, 1957

The Board reconvened at 8:00 a.m., with all members of the Board, the State Highway Engineer and the Secretary present.

Subscription to Research Council. The Board approved the Department's annual subscription to the Research Council of the Highway Research Board in the amount of \$1,961.00.

Out of State Travel. The Board approved out of state travel for the following:

Dwight Crofford to Chicago, Illinois to attend the National Safety Conference, October 20-24, 1957.

Ellis Mathes to Detroit, Michigan to attend the Annual Meeting of the Institute of Traffic Engineers, September 22-28, 1957.

Rights of Way Parcels in Excess of \$20,000. Upon the recommendation of the Chief Right of Way Agent, in connection with Project No. I-6033(4), Roberts-Sage Junction, the State Highway Engineer presented to the Board for consideration a settlement of \$21,752.45 in payment to Orle W. Robison and wife, for 39.49 acres of right of way required on the said project. This payment also includes severance damage to the remainder. The Board directed acceptance of this instrument and payment made to Robison.

Also, upon the recommendation of the State Highway Engineer, the Chief Right of Way Agent and Allan Shepard, Legal Counsel, and after

August 22, 1957

reviewing appraisals made by the Right of Way Department appraisers and two independent appraisers, the Board authorized the Department to close negotiations for the Boulevard Club located at the Junction of U.S. 95 and U.S. 10 in Coeur d' Alene, in the amount of \$75,000.00.

Maintenance Shed Site at Salmon. The Board approved the purchase of a maintenance shed site at Salmon, which is described as 9.57 acres located in the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 31 and Lot 2 of Section 32, Township 22 North, Range 22 East, Boise Meridian, for the price of \$5,750.00.

Quitclaim Deed. The Board executed in duplicate a Quitclaim Deed from the State of Idaho, Department of Highways, to A. Morck and Ivy B. Morck, his wife, in exchange for property conveyed from the aforesaid to the State in connection with the construction of Project No. IN-5041 (7), Coeur d' Alene Belt Line, U.S. 10, in Kootenai County, covering Parcel No. 53-7/8.

Condemnation Order. The Board executed in duplicate an Order of Condemnation covering Parcel No. 6 of Project No. S-1778(5) on State Highway 34 in Franklin County; the owners of said Parcel No. 6 being the Twin Lakes Canal Company, a Corporation.

Acquisition of Right of Way. The Board directed the State Highway Engineer to proceed with the acquisition of right of way on Project No. S-1721(4), American Falls-Bingham County Line; said right of way to be secured without control of access.

The Board also directed the State Highway Engineer to proceed with the acquisition of right of way on Project No. S-3806(3), Snake River North to Rattlesnake Hill; said right of way to be acquired without control of access.

Statement of Policy Covering State Highway Permits for Towing Mobile Homes. The Board adopted the following Resolution:

WHEREAS, Idaho law limits the width of loads permitted upon the State Highway System, and,

WHEREAS, the Idaho Board of Highway Directors, by virtue of Section 49-605, Idaho Code, may in their discretion issue special permits whereby the owners or operators of vehicles are given permission to move wider loads over the State Highway System than are permitted by law:

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors in Regular Meeting assembled do hereby adopt the following Statement of Policy:

"MOBILE HOMES OF A WIDTH IN EXCESS OF 8 FEET BUT NOT IN EXCESS OF 10 FEET

Special permits for a single trip movement of overwidth mobile homes may be issued, during favorable weather conditions, subject to the following conditions:

- (a) Movement is prohibited during the hours of darkness and on Saturdays, Sundays or holidays.
- (b) The towing vehicle shall be rated at 3/4 ton or larger (manufacturer's rating), having a minimum weight of 3,700 pounds, equipped with dual mounted tires on the drive axle and equipped with a 4-speed transmission.
- (c) All trailer wheels shall be equipped with brakes in good condition under direct control of the driver at all times, and shall be so designed and connected that in case of an accidental breakaway of the towed vehicle, the brakes shall be automatically applied.
- (d) Special attention shall be given by the driver to traffic accumulated behind the trailer and at frequent intervals and suitable locations the mobile home shall be pulled off the highway to allow such traffic to pass.
- (e) Movement is prohibited when road surfaces are hazardous due to ice, snow or frost, or when visibility is restricted to less than 500 feet by fog, smoke, dust, or any other atmospheric conditions.
- (f) Evidence of insurance issued by a company licensed in Idaho must be filed on a certificate form approved by the Idaho Board of Highway Directors, Form No. DH217B, which must be furnished by the insuring company, showing coverage in the amount of \$100,000/\$300,000 public liability and \$50,000 property damage.
- (g) Movement to be preceded by a flagman-escort equipped with a "Wide Load Following" sign to warn other highway users of danger, except advance flagman will not be required on any four-lane divided highway. Rear corners of mobile home to be marked with red flags. Certain roads when sight distance and curvature demand it may necessitate a rear pilot car with "Wide Load Ahead" sign to warn other highway users of danger.

PERMITS SHALL NOT BE GRANTED TO TRAVERSE ANY HIGHWAY WHERE CURVATURE AND WIDTH IS SUCH THAT THE VEHICLES WOULD NOT BE ABLE TO NEGOTIATE THE HIGHWAY WITH SAFETY.

Under no circumstances will permits be issued for combinations over 65 feet, nor for mobile homes or trailers in excess of 50 feet in length or in excess of 10 feet in width. (amended 6-18-58) w.a

No distinction is made between manufacturers, dealers, individuals, or commercial trailer movers and mobile home movers, with respect

to the movement of 8-foot to 10-foot wide mobile homes.

Single trip movement of vehicles covered by this regulation shall be issued permits at the rate of \$5.00 per permit.

Any inquiry concerning the interpretation of these regulations should be addressed to the Permit Division of the State Highway Department, 603 Main Street, Boise, Idaho.

Permits may be issued at the above Boise Office, and State Highway District Offices at Rigby, Pocatello, Boise, Lewiston, Shoshone and Coeur d' Alene, Idaho.

To the extent that the application of this regulation to highways which are a part of the National System of Interstate and Defense Highways, (as referred to in subdivision (a) of Section 108 of the Federal Aid Highway Act of 1956), would cause this State to be deprived of any federal funds for highway purposes, this regulation to such extent shall not be applicable to highways which are a part of such system.

The above policy shall become effective September 3, 1957."

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene Friday morning at 8:00 a.m.

FRIDAY, August 23, 1957

The Board reconvened at 603 Main Street, Boise, Idaho, in the Board Room, with all members of the Board, the State Highway Engineer and the Secretary present.

Department Building Site. The Boise School Board, together with School Superintendent, T. C. Baird, appeared before the Board, regarding the Department's need for a highway building location site, having in mind its property east of the Sixteenth Street viaduct and North of Crescent Rim Drive in Boise.

They were informed by the Board that nothing has been determined regarding a site at this time, but that said site would be considered along with other locations when a site is selected.

Roseworth-Castleford Farm to Market Road. Appearing before the Board was Ray Holmes, and Bill Arnes, with a delegation from Twin Falls, together with the Highway 30 Association requesting assistance in placing the Roseworth-Castleford farm to market road in the Filer area on the Secondary Road System. An application for this road to be so designated was refused a few years ago by the Bureau of Public Roads.

Mr. Short, Secondary Roads Engineer, indicated he would contact the Bureau of Public Roads again regarding the request; the problem being Twin Falls County Road System has refused Federal Aid entirely, and to request a marginal road that does not meet the farm to market status from the future traffic count standpoint is not consistent with the characteristics of Federal Aid use and application for the other

roads of the County.

Interstate Location Through Boise Valley. Next appearing before the Board was a delegation from Caldwell, Nampa, Meridian and Boise Chambers of Commerce, and Canyon County Legislators, asking for a determination concerning the Boise Valley Interstate location. They were informed by the Board that three locations were under study, and after a report was received as to the best route that would serve the people in the valley as well as the through traffic, they would be called in to discuss the matter with the Board. Such report, Mr. Bennett stated, would be available in about six months.

Interstate Stub Connection into Idaho Falls. Appearing before the Board next was a delegation headed by Mayor John Rodgers. The delegation consisted of the Idaho Falls Chamber of Commerce and property owners on the U.S. 91 business strip south of Idaho Falls, asking that the Interstate stub connection into South Idaho Falls be constructed at the same time as the Interstate. The delegation stated that the traffic load over the Broadway Bridge would overtax the facility and that the southerly stub approach to Idaho Falls was necessary to relieve the Broadway Bridge traffic problem, as well as to adequately serve the businesses on the strip south of Idaho Falls.

They were informed that the Board would take the matter under consideration, having made provisions for such an interchange on the Interstate.

Expense Vouchers. Expense Vouchers were approved by the Board as follows: R. C. Rich - \$35.40; D. P. Jones - \$34.15, both for the month of July, and L. K. Floan - \$84.15 for both the months of June and July.

THEREUPON, the Board adjourned, to reconvene in Boise for their next regularly scheduled Board Meeting on September 30, and October 1 and 2, 1957.

  
\_\_\_\_\_  
R. C. RICH, Chairman

Approved at Boise, Idaho

September 30th, 1957

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 30; October 1 &amp; 2, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho at 8:00 a.m., September 30, 1957.

**Present were:**

David P. Jones, Director, District No. 1  
R. C. Rich, Director, District No. 2  
L. K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

**Minutes.** The Minutes of the Regular Board Meeting held August 21, 22 and 23, 1957 were read and approved.

**Bids.** The Board reviewed the results of the bid openings held September 3, 10 and 17, 1957, and concurred in the State Highway Engineer's Action on the following contracts:

S-1718(3) - Consisting of constructing the roadway, drainage structures and a bituminous surface treatment on 3.125 miles of the Pauline North Road, in Power County - Federal Aid Secondary and County financed. Subject to the concurrence of the Power County Commissioners, the contract was awarded on September 4, 1957 to the low bidder, Holmes Construction Company in the amount of \$62,587.50, the Engineer's Estimate being \$61,345.50.

ST-3022(522) - Consisting of reconstructing the unstable areas and seal coating 4.250 miles of U.S. Highways Nos. 20, 26 & 30, Regina-Beacon Inn, in Ada and Elmore Counties - State financed. Contract was awarded on September 12, 1957 to the low bidder, Morrison-Knudsen Company, Inc., in the amount of \$37,472.25, the Engineer's Estimate being \$38,884.00.

S-3882(1) & STOCKPILE NOS. 213 and 214 - Consisting of constructing the roadway, crushed gravel surface and 5 concrete bridges on 27.728 miles of State Highway No. 71, Brownlee-Cambridge, and furnishing crushed gravel and cover coat material in stockpiles, in Washington County - Federal Aid Secondary and State financed. The contract was awarded on September 17, 1957 to the low bidder, Morrison-Knudsen Company, Inc., in the amount of \$1,719,808.75, the Engineer's Estimate being \$1,581,472.00.

S-2809(4), S-2779(3) and Stockpile 183 - Consisting of constructing the roadway, 5 concrete bridges and a roadmix bituminous surface on 5.126 miles of State Highway 68, Fairfield East and a roadmix bituminous surface on 5.153 miles of State Highway 46, Jct. 68 South, and furnishing crushed gravel and cover coat material in stockpiles, in Camas County.

September 30, 1957

Federal Aid Secondary and State financed. The contract was awarded on September 12, 1957 to the low bidder, Marion J. Hess, Malad City, Idaho, in the amount of \$423,138.40, the Engineer's Estimate being \$530,323.70.

STATE HOSPITAL SOUTH - Consisting of grading and a bituminous surface treatment on the streets and parking areas at State Hospital South in Bingham County - State financed. The contract was awarded on September 12, 1957 to the low bidder, Pickett & Nelson, Idaho Falls, Idaho, in the amount of \$10,417.00, the Engineer's Estimate being \$13,320.00.

F-3021(11) (Lighting Contract) - Consisting of installing a street lighting system at the Junction of Highway US 20-26 and 10th Avenue in Caldwell, in Canyon County - Federal Aid Primary and State financed. The low bid of two bids received was rejected, due to an irregularity in the bid. Contract to be readvertised at a later date.

IDAHO STOCKPILES NOS. 178,181, & 202 - Consisting of furnishing crushed rock and cover coat material in various stockpiles in District No. 4, in Latah and Clearwater Counties - State financed. The contract was awarded on September 18, 1957 to the low bidder, Carbon Brothers, Spokane, Washington, in the amount of \$72,795.00, the Engineer's Estimate being \$103,825.00.

Nezperce Chamber of Commerce Delegation. Wesley Shobbrook and Garrett Lekkel of the Nezperce Chamber of Commerce appeared before the Board asking for improvement of State Highway 7 in the vicinity of Nezperce. They recited the need for a realignment through Lawyers Canyon and were told that a survey is being conducted around which an evaluation of the needs of State Highway 7 in that area will be made.

Out of State Travel. Out of state travel was authorized by the Board for two administrative personnel and two Board Members to attend the AASHO Conference in Chicago, Illinois, November 15 through 22.

The Board also authorized the attendance at the Council of State Governments in San Francisco, October 31, November 1 and 2 for Wayne Summers, Board Secretary.

Out of state travel was also authorized for Don Walker, Personnel Officer, to attend the EBASCO Managerial Workshop, and to consult personnel departments of the Texas and Colorado Highway Departments enroute.

Personnel Promotion. Upon the recommendation of the State Highway Engineer, the Board approved a promotion for Ellis Mathes, Traffic Engineer, from Grade VI at \$800.00 to Grade VII at \$850.00 per month.

Board Policy Regarding Ingrade Raises and Promotions in Group V and Higher. The Board established the policy that ingrade raises or promotions in Group V and higher, be approved by the Board before said ingrade raise or promotion is put into effect.



Aerial Survey Contract Awards. Upon the recommendation of the State Highway Engineer, the Board approved aerial survey contracts for:

1. Cleft-Hill City on Project No. FLP-15(1) - \$25,221.50
2. Grangeville on Project No. FAP-4113(13)

Both contracts were awarded to Barton, Stoddard and Milhollin, Boise, low bidders. Project No. FAP-4113(13) will be renegotiated for the Grangeville-Whitebird Summit section realignment, which was not included in the original bid.

Designs for Pocatello Office and Grangeville Maintenance Shed. The Board approved the designs for both the Pocatello Office and the Grangeville Maintenance Shed.

Electrical Inspection Fees. The Board authorized the Department to pay electrical inspection fees in connection with State Highway Department electrical installations.

Personnel Over 65 Years of Age. Upon the recommendations of the respective District Engineers and the State Highway Engineer, the Board approved the continuation of employment through December 31, 1958 for the following personnel who have reached 65 years of age:

N. F. McCoy, Planning Officer  
 Leo F. Gray, Project Chief, District No. 1  
 B. A. Empie, Watchman, District No. 1  
 C. D. Mills, Inspector, District No. 5  
 J. A. Thomas, Janitor, Coeur d'Alene Office  
 W. E. Standifird, Serviceman, District No. 6  
 R. W. Winder, Maintenance Man, District No. 6  
 E. V. James, Maintenance Man, District No. 6  
 A. M. Fisher, Watchman, District No. 6

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Tuesday, October 1, 1957.

TUESDAY, October 1, 1957

The Board reconvened at 8:00 a.m., Tuesday, October 1, at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

Utility Relocation Determinations. Upon reviewing the following listed project plans, the Board decided in the affirmative in the matter of the necessity of the relocation of utility facilities on said projects:

Those waiving hearings were:

On Project No. ST-6033(509), Roberts-South Road, U.S. 91, Jefferson County; Utah Power & Light Company, and Mountain States Telephone & Telegraph Company.

October 1, 1957

On Project No. S-6720(1), Hitt Road, Bonneville County (County Project): Mountain States Telephone & Telegraph Company.

On Project No. IN-5041(7), Coeur d'Alene Belt Route, Kootenai County: Washington Water Power Company.

Those Companies not appearing after due and proper notice given were:

On Project No. IN-5041(7), Coeur d'Alene Belt Route, Kootenai County: General Telephone Company of the Northwest.

By-Pass Hearing Transcripts and Determinations. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held in the I.O.O.F. Hall in Whitebird, Idaho at 4:00 p.m., September 25, 1957, and at Grangeville in the Idaho County Courthouse at 8:00 p.m. of the same date, regarding Project No. F-4113(13), and made its decision as follows:

In the matter of the proposed changes in the State Highway System, (U.S. Highway 95,) in and in the vicinities of Whitebird and Grangeville, the Board finds and determines that in view of protests made and information presented by the governing bodies of Whitebird and Grangeville, to wit:

1. That a re-hearing be held upon the same, and additional, matter, after further study and fact-gathering has been done by the Department of Highways.
2. The Board of Highway Directors has made no determination, either in part or in whole, in the matter presented for hearing on September 25, 1957.

A cost comparison report was compiled by N. F. McCoy, Planning Officer, showing a comparison of operating costs and benefit cost ratios on U.S. 95 down the Salmon River Cutoff versus "Sam's Pass" to Fenn. Said report shows the canyon route is not justified economically unless a large truck traffic increase could be anticipated. Benefit over cost ratio is 0.93. Said report is dated September 19, 1957, and is on file with the Board Secretary.

Surplus Property. Upon the recommendation of the Chief Right of Way Agent and the State Highway Engineer, the Board authorized the property at Fairview Avenue and 27th Street in Boise to be declared surplus and to be sold as prescribed by law, for a minimum price of \$75,000.00.

Easement to City of Gooding. Upon the recommendation of the Chief Right of Way Agent and the State Highway Engineer, the Board authorized

the granting of an easement at no cost to the City of Gooding through property owned by the Department, for the purpose of constructing a city street, after having been assured by the City of Gooding that said street will be constructed.

Rural Speed Limits in District No. 4. The following rural speed limits in District No. 4 were approved by the Board:

WHEREAS, by virtue of Section 49-524.2, Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at an intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Hwy. No.	From Milepost	to Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1	SH 11	51.85	52.30	Jct. SH 9 through Greer	35
2	SH 11	52.30	59.50	East of Greer	35
3	SH 11	59.50	61.50	East of Greer	50
4	SH 11	61.50	69.15	To Weippe	60-55
5	SH 11	69.15	69.65	In Weippe	35
6.	SH 11	69.65	69.90	In Weippe	25
7	SH 11	69.90	70.50	In Weippe	35
8	SH 11	70.50	80.90	Weippe to Pierce	50
9	SH 11	80.90	81.90	Pierce Urban Extension	---
10	SH 11	81.90	94.80	Pierce to Headquarters	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the

same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Urban Speed Limits in Caldwell. The following speed limits in the City of Caldwell were approved by the Board:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3, Idaho Code, the prima facie speed limits upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Caldwell; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated February 17, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Caldwell should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Caldwell; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	U.S. 20, 26, 30	Hannibal	West City Limits to 4th Ave. No.	50
2.	U.S. 20, 26, 30	Hannibal	4th Ave. No. to Kimball Ave.	40
3.	U.S. 30	10th Ave. So.	Hannibal St. to Belmont St.	35
4.	U.S. 30	10th Ave. So.	Belmont St. to Cleveland Blvd.	25
5.	U.S. 30	Cleveland	10th Ave. So. to 12th Ave. So.	25
6.	U.S. 30	Cleveland	12th Ave. So. to Oak Street	35
7.	U.S. 30	Cleveland	Oak St. to City Limits	50
8.	U.S. 20, 26	Hannibal	Kimball Ave. to 11th Ave.	40
9.	U.S. 20, 26	Hannibal	11th Ave. to East City Limits	50
10.	S.H. 19	Cleveland	West City Limits to 5th Ave. So.	35
11.	S.H. 19	Cleveland	5th Ave. So. to 10th Ave. So.	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated February 17, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Caldwell, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Caldwell shall henceforth be effective at all times during hours of daylight or darkness.

Designation of State Highway 84. The Board approved and executed the following Resolution:

WHEREAS, the tourist business is a vital segment of the economy of Idaho, and

WHEREAS, the Big Springs area of Fremont County is an important generator of tourist traffic,

NOW THEREFORE BE IT RESOLVED, that there be, and hereby is, designated a State Highway to be known as State Highway No. 84 and described as extending from a junction with State Highway No. US 191-20 at Macks Inn to Big Springs, all as shown on the sketch map attached hereto.

Removal from the State Highway System of Part of SH 47. The Board approved the removal from the State Highway System of the following:

WHEREAS, State Highway No. 47, extending from a junction with former State Highway No. US 191 east of Marysville to the Idaho-Wyoming State line, is not deemed to have the characteristics of a State Highway as set forth by Section 16, Chapter 260, Idaho Session Laws of 1955, and,

WHEREAS, the Board of County Commissioners of Fremont County has agreed to assume the responsibility for said highway.

NOW THEREFORE BE IT RESOLVED, that said State Highway No. 47, 16.488 miles in length, and as shown on the sketch map attached hereto, is hereby removed from the State Highway System, effective this date.

Revisions in State Highway System in Caldwell. The Board approved the following revisions in the State Highway System within the City of Caldwell:

WHEREAS, construction of 0.507 mile of State Highway No. US 30 on new location beginning at the intersection of Cleveland Boulevard and Tenth Avenue and ending at the intersection of State Highway No. U.S. 20 and Tenth Avenue, all within the City of Caldwell, has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that the portion of the old road 0.73 mile

in length and extending from the intersection of Cleveland Boulevard and Kimball Avenue to the intersection of Kimball Avenue and State Highway No. US 20, all within the City of Caldwell, is hereby removed from the State Highway System, effective this date.

BE IT FURTHER RESOLVED, that the portion of former State Highway No. US 30 from the intersection of Cleveland Boulevard and Tenth Avenue to the intersection of Cleveland Boulevard and Kimball Avenue, a distance of 0.14 mile, all within the City of Caldwell, be, and hereby is, redesignated as a part of State Highway No. 19, effective this date.

H. B. Sternberg Claim. Glenn Coughlin, representing the State Insurance Fund, appeared before the Board in connection with the H.B. Sternberg claim. The Board explained the procedure used in the naming of Department personnel to attend out of state conferences.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

On Project No. I-1031(5), Pocatello By-Pass, Bannock County, US 91-191:

Parcel No. 12, Kenneth W. Law

Parcel No. 7, Chester L. Freckleton and Kenneth W. Law

On Project No. IN-5041(7), Coeur d'Alene Belt Route, US 10, Kootenai County:

Parcels Nos. 36 and 36-3/4, Woolsey, Allen A. and Bertha B.

On Project No. IN-1024(5), U.S. 30 North, Massacre Rocks-Igo Overhead, Power County:

Parcel No. 37, Frank L. Benson, et ux

Parcel No. 32, Ben Kopp

Parcel No. 18, Floyd Anderson

Parcel No. 18½, Floyd Anderson

On Project No. F-2381(5), U.S. Highway 30, Ada County:

Parcel No. 78, Daisy L. Throckmorton

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m. the following day, Wednesday, October 2, 1957.

WEDNESDAY, October 2, 1957

The Board reconvened at 8:00 a.m., October 2, 1957 at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

October 2, 1957

Exchange of Property - Materials Site in Elmore County. The Board executed in duplicate a Warranty Deed from the State of Idaho, Department of Highways, to Claude J. Bermensolo and Chrisy A. Bermensolo, Husband and wife, and John D. Bermensolo and June M. Bermensolo, husband and wife, in exchange for property conveyed from Claude J. Bermensolo and Chrisy A. Bermensolo, husband and wife, and John D. Bermensolo and June M. Bermensolo, husband and wife, in connection with Materials Site in District 3.

Right of Way Parcel in Excess of \$20,000. Upon the recommendation of the State Highway Engineer and the Chief Right of Way Agent, the Board approved the acceptance of a Deed executed by Elsie C. Smith, Joe E. Kucera, and wife, Audrey E. Kucera. Said Deed conveys to the Department of Highways 84.30 acres of land to be used in connection with Project No. IN-1024(5), U.S. Highway 30 in Power County, Parcel No. 29-29½. Consideration including land and damage is \$20,725.00.

Exchange of Property - Roberts-Sage Junction Project. The Board executed in duplicate a Warranty Deed from the State of Idaho, Department of Highways, to the State of Idaho for the use and benefit of the Department of Fish and Game, in exchange for property conveyed from the Department of Fish and Game to the Department of Highways in connection with the construction of Project No. I-6033(4), Roberts-Sage Junction, U.S. Highway 91, Jefferson County, Parcel No. 9½.

Revised Minute Entry of February 7, 1957. The Board ordered that the Minute Entry of the Board of Highway Directors dated February 7, 1957 with respect to a Quitclaim Deed from the State of Idaho to Warren L. Bush, Administrator for the estate of Robert T. Bush of Malad, Idaho, be rescinded. The revised Minute Entry follows:

THIS INDENTURE, made this 2nd day of October in the year of our Lord One Thousand Nine Hundred and Fifty-seven between the State of Idaho, acting by and through its Board of Highway Directors, the party of the first part, and Warren L. Bush, the party of the second part.

WITNESSETH That the said party of the first part, for and in consideration of the sum of One and No/100 (\$1.00) Dollars, lawful money of the United States of America, and other good and valuable considerations, including exchange of land, to it in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, does by these presents remise, release and forever QUITCLAIM, unto the said party of the second part, and to his heirs and assigns, all that certain lot, piece or parcel of land, situate and lying and being in the County of Oneida, State of Idaho, bounded and particularly described as follows, to wit:

Commencing at a point 525 feet East of the Southwest corner of the Northwest quarter of the Southeast quarter of Section 22, Township 14 South, Range 36 East, Boise

October 2, 1957

Meridian, running thence North 284 feet, thence West to the East boundary line of the right of way of State of Idaho Highway No. 191, thence Southerly along the Easterly boundary line of said right of way a distance of 75 feet more or less to a point, thence East a distance of 75.7 feet, thence South a distance of 209 feet, thence East a distance of 108 feet to the place of beginning.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD, all and singular the said premises, together with the appurtenances, unto the party of the second part, and to his heirs and assigns forever.

IN WITNESS WHEREOF, the said party of the first part has hereunto set its hand and seal the day and year first above written.

EBASCO Organizational Chart. The Board approved the Organizational Chart dated October 1, 1957 which was developed by EBASCO Services, Inc., in conjunction with Mr. Bennett and other administrative personnel of the Department of Highways. A copy of said chart is on file with the Secretary of the Board.

The Board urged implementation of positions in accordance with the organizational chart as soon as practical. Mr. Bennett stated it was his plan to do so.

Expense Vouchers. The Board approved expense vouchers as follows: L. K. Floan, \$46.70; D. P. Jones, \$66.54, and R. C. Rich, \$46.32, all for the month of August.

Preston Delegation. Sherwin Webb, Mayor of Preston, and Keith Larsen, Councilman, appeared before the Board regarding street improvements on Main Street in Preston. They were advised that although this project was programmed for 1957 that surveys are not being completed for some time as yet, and it is to be hoped that the engineering and moneys may permit the start of the job for 1957 construction. The three-year program procedure was explained to the delegation.

Delegation for State Highway No. 7. Next appearing before the Board were Dave Bowdine, Idaho County Farm Bureau, Frank Higgins, Grangeville Farmer, Raymond F. Crea of the Independent Highway District and Glenn Koole, farmer on State Highway No. 7, asking for better maintenance of the southern sections of State Highway No. 7, and that gravel be applied, par-



ticularly on the one-quarter mile section that is being washed out each winter because of inadequate drainage. State Highway Engineer Bennett assured them that efforts towards better maintenance would be forthcoming, and that the need for drainage would be looked in to.

Twin Falls Delegation. A delegation from Twin Falls, consisting of R. J. Holmes, Frank McCleary and Mitchell Hunt, Secretary of the Twin Falls Chamber of Commerce, next appeared before the Board regarding the decision of the Board as to the minimum requirements of channelization on Kimberly Road. They were informed by the Board that in the Boards' opinion, the Department has yielded as much as they possibly can, considering the safety of the highway user and the adjoining property owners. They were informed further, that 250 feet is the minimum length of design for the channelization at "East Five Points" and Motor View Road intersection, which information will be conveyed to the City Officials of Twin Falls and the problem worked out through them.

They were advised that the Locust Street intersection will receive further study, after consultation with the City Officials of Twin Falls.

Replying to the City of Twin Falls request for the Boards' consideration in reducing the medians to 100 feet, the Secretary of the Board was instructed to reply as follows:

"Upon the recommendation of the Department, it is felt that the proposal as submitted to you cannot be altered according to your suggestions without jeopardizing safety and operational features felt to be necessary."

Mitchell Hunt, Secretary of the Twin Falls Chamber of Commerce, asked for a statement of policy regarding the highway signing of major cities in Idaho, having particularly in mind a better directional signing for Twin Falls of highway signs located on U.S. 93 between Shoshone and Twin Falls. The Board assured him that a review of policy would be made, and such review and information would be available at the November-December meeting of the Board.

Roseworth-Castleford Delegation. Also meeting with the Twin Falls delegation was a group from the Roseworth-Castleford area headed by W. B. Arness, regarding the desire of the people of the Roseworth-Castleford area to place the Roseworth road on the County Secondary Highway System.

The Board assured the delegation that Mr. Short, Secondary Roads Engineer, and the Department, would assist in all manner possible their objective, by presenting the matter to the Bureau of Public Roads. At the request of the group, Mr. C. R. Salmen, Division Engineer of the Bureau of Public Roads, came over and assured them they would have the Bureau's assistance in designating this route on the system.

THEREUPON, the Board adjourned, to reconvene for their next regularly scheduled meeting, to be held November 30, December 2, 3 and 4, 1957.



R. C. RICH, Chairman

Approved at Boise, Idaho  
December 2nd, 1957

October 2, 1957

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 30, December 2, 3 &amp; 4, 1957

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Saturday, November 30, 1957 at 603 Main Street, Boise, Idaho.

## Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Meeting held September 30, October 1 & 2, 1957 were read and approved.

Bids. The Board reviewed the results of the bid openings held October 8, 15, 22 and 29; November 5 and 26, 1957, and concurred in the action of the State Highway Engineer on the following contracts:

S-6760(2) - Consisting of reconditioning the existing roadbed and constructing a roadmix bituminous surface on 5.539 miles of the Parker-Thornton Road, Hibbard North and South, in Madison County - Federal Aid Secondary and County financed. Subject to the concurrence of the Madison County Commissioners, the contract was awarded on October 11, 1957 to the low bidder, Aslett Construction Company, Twin Falls, Idaho, in the amount of \$68,879.50, the Engineer's Estimate being \$89,702.60.

F-1481(4) - Consisting of constructing the roadway, drainage structures and a plantmix bituminous surface on 5.178 miles of U.S. Highway No. 30N, Bennington-Montpelier, in Bear Lake County - Federal Aid Primary and State financed. The contract was awarded on October 9, 1957 to the low bidder, Jack B. Parson Construction Company, Smithfield, Utah, in the amount of \$685,764.50, the Engineer's Estimate being \$797,472.50.

F-4113(6) - Consisting of constructing the roadbed, drainage structures and seven 101.4' concrete bridges on 13.344 miles of U.S. Highway No. 95, Craigmont-Culdesac, in Lewis and Nez Perce Counties - Federal Aid Primary and State financed. The contract was awarded on November 6, 1957 to the low bidder, S. S. Mullen, Inc., Seattle, Washington, in the amount of \$2,011,540.75, the Engineer's Estimate being \$2,523,785.70.

F-3021(11) (Lighting Contract) - Consisting of installing a street lighting system at the junction of Highway U.S. 20-26 and 10th Avenue in Caldwell, in Canyon County - Federal Aid Primary and State financed. The contract was awarded on October 9, 1957 to the low bidder, F. M. Electric, Nampa, Idaho, in the amount of \$12,250.00, the Engineer's Estimate being \$13,964.00.

November 30, 1957

F-3291(2) - Consisting of constructing a 40' concrete bridge over Mores Creek on State Highway No. 21, at the junction of Grimes Creek, in Boise County - Federal Aid Primary and State financed. The contract was awarded to the low bidder, Watkins Construction Company, Boise, Idaho on October 17, 1957 in the amount of \$27,215.00, the Engineer's Estimate being \$27,890.00.

I-6033(4) & ST-6033(509) - Consisting of constructing the roadway, drainage structures and a plantmix bituminous surface on 7.431 miles of U.S. Highway 91, Roberts-Sage Jct., and the roadway and a bituminous surface treatment on 0.374 mile, Roberts-South, in Jefferson County - Federal Aid Interstate and State financed. The contract was awarded to the low bidder, Carl E. Nelson Construction Company, Inc., Logan, Utah, on October 23, 1957, in the amount of \$1,081,825.60, the Engineer's Estimate being \$1,189,022.00.

S-1778(5) - Consisting of constructing the roadway, a 28.52' concrete bridge and a bituminous surface treatment of 3.159 miles of State Highway No. 34, Riverdale Curves, in Franklin County - Federal Aid Secondary and State financed. The contract was awarded on October 30, 1957 to the low bidder, Marion J. Hess, Malad, Idaho, in the amount of \$411,252.50, the Engineer's Estimate being \$531,980.00.

STOCKPILE PROJECTS NOS. 154 & 206 - Consisting of furnishing crushed rock in stockpiles adjacent to State Highways Nos. 7 and 62, Gilbert Hill and Four Corners, in Lewis, Clearwater and Idaho Counties - State financed. The contract was awarded on November 6, 1957 to the low bidder, J. F. Konen Construction Company, Inc., Lewiston, Idaho, in the amount of \$30,440.00, the Engineer's Estimate being \$38,260.00.

S-6720(1) & S-6727(3) - Consisting of reconditioning the existing roadbed and constructing a bituminous surface treatment on 6.724 miles of the Hitt Road and on 1.002 miles of the Milo Road, in Bonneville and Jefferson Counties - Federal Aid Secondary and County financed. Subject to the concurrence of the Bonneville and Jefferson County Commissioners, the contract was awarded on November 12, 1957 to the low bidder, Pickett and Nelson, Idaho Falls, Idaho, in the amount of \$70,963.45, the Engineer's Estimate being \$87,416.30.

F-2392(4) - Consisting of constructing a 36' concrete bridge on U.S. Highway No. 93, over the Little Wood River, in Shoshone, in Lincoln County - Federal Aid Primary and State financed. The contract was awarded on November 27, 1957 to the low bidder, Titus, Inc., Jerome, Idaho, in the amount of \$32,537.50, the Engineer's Estimate being \$41,500.00.

F-6501(4) & STOCKPILE 231 - Consisting of constructing the surface and bituminous surface treatment on 11.142 miles and seal coating 9.611 miles of U.S. Highway 26, Clark Hill-Granite Hill and Beeches Corner-

Ririe and furnishing crushed gravel in Stockpile, in Bonneville County - Federal Aid Primary and State financed. The contract was awarded on November 27, 1957 to the low bidder, Idaho Rock, Inc., Twin Falls, Idaho in the amount of \$418,834.75, the Engineer's Estimate being \$504,674.20.

Removal from the State Highway System. The Board approved and executed the following:

WHEREAS, that portion of former State Highway No. U.S. 95 known as the Starkey Loop, extending from a point approximately 3.8 miles north of Council via Fruitvale and Starkey to a point approximately 9.5 miles north of Council, has been maintained as a State Highway under agreement with Adams County since 1940, and

WHEREAS, Adams County agreed to assume responsibility for said Starkey Loop upon completion of certain specified improvements,

NOW THEREFORE BE IT RESOLVED, that said improvements having been completed on October 10, 1957, said Starkey Loop, 10.638 miles in length and as described above, be and hereby is, removed from the State Highway System, effective this date.

- - -

WHEREAS, that portion of State Highway No. 49, 5.274 miles in length and described as extending from a junction with State Highway No. U.S. 191 at Idaho Falls northerly to a point 3 miles south of the Bonneville County Line, is not deemed to have the characteristics of a State Highway as set forth by Section 16, Chapter 260, Idaho Session Laws of 1955, and

WHEREAS, Bonneville County has agreed to accept maintenance responsibility for said road.

NOW THEREFORE BE IT RESOLVED, that said section of State Highway No. 49 as described above and as shown on the sketch map attached hereto be, and hereby is, removed from the State Highway System effective this date.

Addition to the State Highway System. The Board approved the addition of the following to the State Highway System:

WHEREAS, the previous designation of State Highway No. 37 does not provide adequate essential connections to the State Highway No. U.S. 191 and to the central business district of Malad City.

NOW THEREFORE BE IT RESOLVED, that there be, and hereby is designated a spur connection to State Highway No. 37, beginning at a point on said highway at the intersection of Depot Street and First West Street and ex-

November 30, 1957

tending to another point on said highway at the intersection of South Main Street and 50 South Street in Malad City, all as shown on the sketch map attached hereto.

Out of State Travel Authority. The Board authorized out of state travel as follows:

N. L. McCrea and Jack O'Toole to visit surplus disposal yards at Vancouver, Washington, and points in the Puget Sound area, December 7 to 16, 1957.

Cecil Hiatt and Kenny Ward to pick up semi-trailer at San Luis Obispo, California, and to pick up Civil Defense supplies in Oakland and Sacramento area on return trip, December 8-16, 1957.

R. D. Hamilton to attend Traffic Signal School in San Francisco, California, December 11-14, 1957.

L. F. Erickson to attend Highway Research Board in Washington, D.C., January 5-12, 1958.

Personnel Matters - Ingrade Raise. The Board approved an ingrade raise for Harry L. Day, Assistant Materials Engineer in District 9, from \$700.00 per month to \$725.00, effective January 1, 1958.

Bypass Hearing Transcripts and Determinations. In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcripts of the public hearings held at Hope and East Hope, Idaho in the School House at 6:30 p.m., Friday, November 22, 1957, and at the School House in Clarks Fork at 8:00 p.m. of the same date regarding Project No. FHP3-C4 and made its decision as follows:

In the matter of the proposed changes in the State Highway System in the Villages of Hope, East Hope and Clarks Fork, the Board finds and determines that the following changes in the State Highway System in the Villages of Hope, East Hope and Clarks Fork, to-wit:

1. Construction of a modern 28-foot roadway beginning in the western part of Hope, Idaho, easterly 10.7 miles ending west of the Village of Clarks Fork, Idaho.
2. Construction of the first section is contemplated between the easterly limits of East Hope and a point in the NE $\frac{1}{4}$  of Section 29, Township 56 North, Range 2 East, for a distance of about 3.96 miles, known as the Howe Mountain Section. Forest Highway funds have been allocated for this section.

3. Construction of the remaining 6.74 miles is contemplated as additional future Forest Highway funds are allocated and programmed.
4. Upon completion of the new road, superseded sections of the existing highway would be removed from the State Highway System and the new road would be included in the State Highway System.

Clarks Fork Only: ) 5. That said proposed relocation is hereby approved, and every consideration will be given to requests submitted at the public hearing as the U.S. Bureau of Public Roads progresses with the designing and final plans of said relocation.

Hope & East Hope Only: ) 5A. That the Board does approve the proposed relocation, and that when the U.S. Bureau of Public Roads develops the design and final plans, that every consideration be given to ease the undesirable features outlined by the letter of November 28, 1957 signed by Art Pederson, Board Chairman.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Villages of Hope, East Hope and Clarks Fork from said proposed changes.

- - -

In compliance with Section 40-121, Idaho Code, as amended by Chapter 260 of the 1955 Idaho Session Laws, and Section 116(c) of the Federal Aid Highway Act of 1956, the Board reviewed the hearing transcript of the public hearing held at Caldwell, Idaho in the City Hall, at 8:00 p.m., Monday, November 25, 1957, regarding Project No. FU-3281(7), and made its decision as follows:

In the matter of the proposed changes in the State Highway System in the City of Caldwell, the Board finds and determines that the following changes in the State Highway System in the City of Caldwell, to wit:

1. Blaine Street from 10th Avenue easterly will be paved, curb and gutters provided where necessary, and the intersections with 10th Avenue, Cleveland Boulevard, Georgia Avenue, Linden Street, and Florida Street will be channelized by means of raised median strips.
2. When the above improvement is completed, Cleveland Boulevard from 10th Avenue to Georgia Avenue would be operated as a one-direction street for East-bound traffic, and Blaine Street east on 10th Avenue would be operated as a one-direction street for West-bound traffic.
3. The addition to the State Highway System of one block on Aven Avenue between Cleveland Boulevard and Blaine Street, and Blaine Street from Aven Avenue to Georgia Avenue, and thence

diagonally to a connection with Cleveland Avenue.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Caldwell from said proposed changes.

Utility Facility Relocation Determinations. Upon reviewing the following listed project plans, the Board decided in the affirmative in the matter of the necessity of the relocation of utility facilities on said projects:

The following hearings were waived:

On Project No. I-IG-1032(4), Pocatello North, Bannock County: Idaho Power Company.

On Project No. F-2392(4), Shoshone-Wood River Bridge, Lincoln County: Idaho Power Company.

On Project No. F-3112(2), Sunnyslope Curves, S. H. 19, Canyon County: Idaho Power Company.

Delegation from the Bureau of Land Management. J. R. Penney and Nolan F. Keil from the Boise Office of the U.S. Bureau of Land Management appeared before the Board regarding the stock crossings and other transportation facility needs effecting the Interstate and the public lands under the Bureau of Land Management. The State Highway Engineer was asked to keep the Bureau advised regarding the development of plans for the Interstate and Mr. Penney stated that he could see no unsurmountable problems in cooperative efforts between the two departments in working out mutual problems regarding the Interstate.

The Board urged that the two agencies work closely with one another and stressed the importance of the Bureau of Land Management entering the planning stage early as Interstate projects develop.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Monday, December 2, 1957.

#### MONDAY, December 2, 1957

The Board reconvened at 8:00 a.m., Monday, December 2, 1957 in the Board Room at 603 Main Street in Boise, with all members of the Board, the State Highway Engineer and the Secretary present.

Interstate into Snowville, Utah. Upon reviewing the letter from the Executive Director of the Utah Highway Commission, Ellis Armstrong, the Board determined that at the present time they are unable to predict just when the Idaho Interstate into Snowville will be programmed, inasmuch as it is the thinking of the Board that due to recent modernization



of the Declo-Strevell section of U.S. 30 that the replacing Interstate route should come quite late in the fifteen year program.

Board Policy Regarding Work for State Institutions. The Board agreed with the recommendation of the State Highway Engineer that in order to proceed in an orderly manner with the programming of construction work, it would be necessary for state institutions contemplating construction services of the Department to submit, no later than July 1, 1958, a summary of work contemplated by said state subdivision during the following calendar year.

Board Policy Regarding Frontage Roads and Overpass or Underpass Structures on the Interstate. Upon the recommendation of the State Highway Engineer, the Board established the policy that frontage roads on the Interstate should, after construction has been completed, revert to the adjoining taxing unit system's road jurisdiction for maintenance thereafter; that overpass and underpass structures, after construction has been completed on the Interstate, that portion of the structure or roadway surface of the overpass or underpass should fall to the maintenance responsibility of whichever taxing road system is more accessible for maintenance.

State Highway Map for 1958. The Board approved the suggestion of the State Highway Engineer that a reprinting of the 1957 State Highway Map be made, and a reprinting request was forwarded to the State Purchasing Agent. It was pointed out that a savings of approximately \$2500.00 will be affected. This saving contemplates revising the map side to current January, 1958 changes.

Bypass Resolution by City of Gooding. The Board approved the Bypass Resolution submitted by the City of Gooding and approved the setting of a public hearing as allowed by statute.

Transfer of Surplus Bridge Span to Washington County Commissioners. The Board approved the transfer of one 140-foot span of the old Weiser Snake River Bridge which has been declared surplus, to the Washington County Commissioners for their use in replacing a collapsed bridge section across the Weiser River on the County Secondary System.

Acquisition of Right of Way. The Board directed the State Highway Engineer to proceed with the acquisition of right of way on the following projects:

Project No. S-3875(1), Weiser Underpass, U.S. 30N; right of way to be secured with control of access on that portion of the highway connected with the Railroad overhead and the interchange.

Project No. F-3111(2), Sunny Slopes, S. H. 72; said right of way to be secured without control of access. The Standard approach policy will prevail.

Project No. I-IG-1032(4), Pocatello-Blackfoot (Interstate); said right of way to be secured with all present, future or potential rights of access to said highway. Rights of access to be granted only to the proposed frontage roads as shown on the official plans.

Project No. I-2023(5), Raft River (Interstate); said right of way to be secured with all present, future or potential rights of access to said highway. Rights of access to be granted only to the proposed frontage roads as shown on the official plans.

Project No. I-3022(7), Cleft to Sebree (Interstate); said right of way to be secured with all present, future or potential rights of access to said highway. Rights of access to be granted only to the proposed frontage roads as shown on the official plans.

Petroleum Retail Dealers Delegation. The Petroleum Retail Dealers of Greater Idaho Association met with the Board regarding the raised median design contemplated in Boise and Twin Falls. The delegation consisted of:

Stanford Steele, Executive Secretary, Boise	
Paul Herzog, Director, Pocatello	
Mack Dodson, Twin Falls, Director	
Ferris Lind, Boise	"
Frank Carothers, Shoshone	"
Vernon Morris, Boise	" (City Councilman)
Bob Geer, Twin Falls	"

Mr. Lind stated their case, and asked for the best possible consideration the Department can give in the matter of raised medians; that they do not want to compromise with safety; neither do they wish to jeopardize their businesses for which they are "fighting for their livelihood". Bob Geer of Twin Falls stated that he fears that once channelization is installed, that it would never be removed if found to be not justified.

The delegation was invited by the Board Secretary to meet with the Board to clarify misconceptions regarding both the raised median policy, and franchise businesses on the Interstate. The Board assured them that it was not contemplated to permit any businesses on the Interstate route right of way.

It was pointed out to the group that legislation for state or county zoning for roads connecting with the Interstate would minimize a dislocation of investment of present businesses in areas adjacent to the Interstate.

Shepard's Continuation Case Fees. The Board approved the retaining fee basis for former Attorney General Allan Shepard to assist Assistant Attorney General William Padget, under whose direction the following

cases will be continued:

1. State of Idaho vs. Woolfe . . . . .	\$ 500.00
2. Hurst vs. State of Idaho . . . . .	\$ 500.00
3. Burns vs. State of Idaho . . . . .	\$ 500.00
4. B & M Equipment Co. vs. State of Idaho . . . . .	\$1,000.00

The above fees were approved by the Attorney General, Graydon Smith, in which the Board concurred.

THEREUPON, the Board adjourned, to reconvene at 8:00 a.m., Tuesday, December 3, 1957.

TUESDAY, December 3, 1957

The Board reconvened at 8:00 a.m., Tuesday, December 3, 1957, at the Board Room, with all members of the Board, the State Highway Engineer and the Secretary present.

Condemnation Orders. The Board executed in duplicate Orders of Condemnation covering the following:

Project No. IN-5041(7), U.S. 10, Parcel No. 56, Wayne Miller  
 Project No. F-3281(5), U.S. 30, Parcel No. 125, Victor Lopez DeVin-  
 aspre; Parcels Nos. 88 & D-6, William C. Specht and Jan K. Specht,  
 his wife; Parcel No. 51, School District No. 39; and Parcel No. 128,  
 Stewart S. Merrill and Nina Merrill, husband and wife.  
 Project No. F-3111(2), State Highway 72, Parcels Nos. 4 and D-1,  
 C. R. Stone and Alcy R. Stone, his wife.  
 Project No. I-3022(7), U.S. 30, Parcel No. 1, O. E. Cannon and Ora  
 F. Cannon, his wife; Parcels Nos. 7 and D-1, 2, 3 & 4, Aguirre & Sons,  
 a Partnership, consisting of Domingo Aguirre, Domingo M. Aguirre and  
 Felipe Aguirre; and Parcel No. 5, Steve Winn and Edith Winn, his wife.  
 IN-1024(5), U.S. 30 North, Parcel No. 35, Anna C. McLaughlin; Parcels  
 Nos. 33 and D-4, Nelligh McLaughlin Fogarty et us; and Parcel No. 18,  
 Barbara Anderson, a widow.

Acquisition of Right of Way. The Board directed the State Highway Engineer to proceed with the acquisition of right of way on the following project:

Project No. S-6819(1), State Highway 33, Victor-Wyoming Line; right of way to be secured with all present, future or potential rights of access to said highway, excepting therefrom such access as may be required to continue the use to which the abutting land is now being utilized.

Approval for Purchase of Land for Materials Site (A-71), Ada County.  
 Upon the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer, the Board approved the purchasing of certain

properties from Franklin Clyde Peck. The property is located in the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 26, Township 4 North, Range 1 East, Boise Meridian. The condition of the approval thereof as follows: The Department of Highways is to lease this property for the period of one year for a consideration of \$8,000.00. At any time after January 1, 1959, the Department of Highways shall pay an additional \$12,000.00 and Franklin Clyde Peck will then execute the Deed to the Department of Highways covering said land.

Right of Way Parcels in Excess of \$20,000. Upon the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer, the Board approved the acquisition of right of way covered by Covey's Motel, Parcel No. 29 on Project No. IN-1024(6). The consideration to be paid is \$60,000.00.

Upon the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer, the Board approved the settlement of \$52,100.00 for the acquisition of right of way on Parcel No. 27 owned by Carl J. Anderson, on the Project No. IN-5041(7), Coeur d'Alene Belt Line.

Upon the recommendation of the Chief Right of Way Agent and the approval of the State Highway Engineer, the Board approved the purchasing of certain properties owned by Terteling Land Company, a Corporation. Said property is located in the City of Twin Falls and is described in that certain Deed dated October 28, 1957, executed by the Terteling Land Company to the Department of Highways, and is known as Parcels Nos. 3, 3 $\frac{1}{2}$  and 4, of Project No. F-2361(9), U.S. 30, Twin Falls; the consideration approved is \$147,500.00.

Lease of Materials and Stockpile Site at Heyburn, in District #2. The Board executed in duplicate a Lease from the Village of Heyburn, a municipal Corporation, of the County of Minidoka, State of Idaho, to the Department of Highways of the State of Idaho, for a material and Stockpile Site Lease on Public Reserve Land for a term of five (5) years, ending on the 30th day of September, 1962, and with an option for an additional five (5) years, and which land is located in Lots 3 and 4 of Section 22, Township 10 South, Range 23 East, Boise Meridian.

Exchange of Land. The Board executed in duplicate a Warranty Deed for an exchange of land with the Fish and Game Commission, said land being located in Section 12, Township 5 North, Range 36 East, Boise Meridian, and in Section 1, Township 5 North, Range 36 East, on Project No. I-6033(4), Roberts-Sage Jct.

Exchange of Land - Maintenance Shed Site (12-300), Oneida County. The Board executed in triplicate a Quitclaim Deed for the exchange of land with the City of Malad, which land is located across the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 22 and the NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 27, Township 14 South, Range 36 East, Boise Meridian.

Quit Claim Deeds. The Board executed in triplicate Quitclaim Deeds covering the following:

On Project No. IN-5041(7), Coeur d'Alene Belt Line, U.S. 10 in Kootenai County: Parcel No. 59½, for the exchange of land with J. B. Carpenter, a widower, which land is located over and across the North-easterly corner of Lot 3 of Block 35, Glenmore Addition to Coeur d'Alene; also Parcel No. 58 and 58½, for the exchange of land with Alfred and Minnie Olson, husband and wife, and which land is located in a portion of Tax No. 927 in a part of the NW¼SE¼ of Section 18, Township 50 North, Range 3 West, Boise Meridian.

On Project No. IN-1024(5), Rockland Jct.-Igo Overhead, Power County: Parcels Nos. 12 and 42, for exchange of land with Ira A. Neibaur and Cleo Neibaur, his wife, and which land is located across the West quarter corner of Section 6, Township 7 South, Range 32 East, Boise Meridian.

Bids. The Board reviewed the results of the bid openings held December 3, 1957, and concurred in the State Highway Engineer's action on the following:

F-1481(7) & STOCKPILE NO. 234 - Consisting of regrading the roadway on 0.428 miles, reconstructing a roadmix bituminous surface on 4.147 miles of U.S. Highway 30 North, McCammon East and furnishing crushed gravel in stockpile - Federal Aid Primary and State financed. Subject to the concurrence of the U.S. Bureau of Public Roads, the contract was awarded on December 5, 1957 to the low bidder, Mountain States Construction Co., Inc., in Pocatello, Idaho, in the amount of \$136,778.15, the Engineer's Estimate being \$150,839.50.

Outdoor Advertising Signs - Setback Policy. Ray Givens, Attorney for United Advertising Company appeared before the Board asking for a reconsideration of the 100 foot setback policy of outdoor advertising signs, and was asked to point up the places of interest to the outdoor sign industry and to go over those points with the State Highway Engineer and the District Engineer. Mr. Givens agreed to point up said locations, which will be given consideration as they affect safe and proper interstate highway operation.

Camas County Commissioners. The Camas County Commissioners, together with Senator Max Hanson and Representative Fred Walton next appeared before the Board regarding the improvement of State Highway 68 from Fairfield to Pine. They were told that no further improvements are programmed, other than those projects presently under way.

Central Fertilizing Company, Georgetown. Next appearing before the Board was George Baum and Mr. Miller, Director of Manufacturing at Central Fertilizing Company at Georgetown, outlining with supporting pictures the progress of signalizing the railroad crossing of U.S. 30 North at Georgetown, assuring adequate highway safety factors are being coped with.

Parma Delegation. Next appearing before the Board was a delegation from Parma, consisting of Clair Baldrige, Perry Ward, Secretary of the Parma Chamber of Commerce, Fred Newman and Mayor Jim Watson all of Parma, and Howard Pennington, Commissioner of the Notus-Parma Highway District, requesting improvement of the Parma-Notus section of U.S. 20. Mr. Baldrige pleaded their problem and was assured consideration would be given in making up the 1958 construction program.

The Burley Highway District. The Burley Highway District appeared next before the Board to discuss the Wriston Road Interstate connection. This delegation consisted of C. W. Ross, President, Jeannette Y. Chamberlain, and H. J. Schmidt, Director.

Lemhi County Commissioners. Lemhi County Commissioners Charles B. King, Sam Kinney and James W. Caples, and Charles Herndon, County Prosecutor, appeared with Arval Anderson of the U.S. Forest Service at Ogden, regarding the Williams Creek Road between Cobalt and Salmon. Constitutionality of using State Highway funds off the system precluded state financing on this section. Mr. Anderson stated that a nominal amount of Forest Access Roads money would be available for matching County moneys if County moneys were allocated.

Sandpoint Delegation. Mayor Floyd Perks of the City of Sandpoint next appeared before the Board, with Lew Rahskoph, Dr. Snedden, Jack Parker and County Commissioner Glen Reed asking for improvement of State Highway 10-A through Sandpoint. They stated that the City would match State funds on the improvement. The Board asked that the Department report at a later meeting the costs of the improvement, at which time a determination may be made regarding the improvement.

Bingham County Commissioners. Bingham County Commissioners and Clifford Wride, Mayor of Aberdeen, next appeared before the Board requesting that the Board consider 1958 programming of State Highway 49 improvement of the bad curvature south of Aberdeen to the Power County Line. Mayor Wride stated that they did not want the presently contemplated project delayed by increasing the length of the project beyond that presently contemplated. The Board assured them that the request would have consideration for early programming; also that the Board wants to cover that section in their spring tour of 1958.

Idaho-Nevada 51 Association. Next appearing before the Board regarding improvement of State Highway 51 were 16 people from the Bruneau, Mountain Home, Murphy, Riddle, and Melba areas, together with three Owyhee County Commissioners, consisting of:

Mr. A. V. Alzola, President, Rowland, Nevada  
 Mr. M. A. Riddle, Vice President, Riddle, Idaho  
 Mrs. Edna Agenbroad, Secretary, Bruneau, Idaho

Mr. Adam Blackstock, Owyhee State Senator, Melba Star Route,  
Melba, Idaho  
Mr. Allen Govey, Owyhee State Representative, Marsing  
Mr. Carl Agenbroad, Chairman Owyhee County Commissioners,  
Bruneau, Idaho  
Mr. Hugh Nettleton, Owyhee County Commissioner, Murphy, Idaho  
Mr. George Baalson, Owyhee County Commissioner, Marsing, Idaho  
Mr. Chet Jamison, Chairman, Road Committee, Nampa  
Mr. John Ray, Road Committee, Nampa  
Mr. C. C. Campbell, Mountain Home, Idaho  
Mr. Howard Fleming, Mountain Home, Idaho  
Mr. Robert Jones, Grandview, Idaho  
Mr. Arthur Manning, Owyhee, Nevada  
Mr. Gus Garrity, Owyhee, Nevada

This delegation stated they would offer \$150,000 of Owyhee County Federal Aid Secondary Road funds for the contemplated project in the oiling of the Little Creek section south of the presently oiled section beyond Bruneau. They were informed that the Rattlesnake Hill section was programmed for early 1958, but that the Snake River Bridge should wait until some future time.

THEREUPON, the Board adjourned at 5:00 p.m., to reconvene at 8:00 a.m., Wednesday, December 4, 1957.

WEDNESDAY, December 4, 1957

The Board reconvened at 8:00 a.m., December 4, 1957 at 603 Main Street, with all members of the Board, the State Highway Engineer and the Secretary present.

Tri-Agency Forest Highway Meeting. At 9:00 a.m., Wednesday, December 4, 1957, the Board convened in the House Chambers of the State House to hold an open public meeting with authorities of the U.S. Bureau of Public Roads and the U.S. Forest Service, at which meeting persons or officials interested in obtaining improvements of projects on the Forest Highway System could make their desires known.

Chairman Rich presided. The panel included Directors L. K. Floan and D. P. Jones, State Highway Engineer, G. Bryce Bennett, Board Secretary Wayne Summers; Representatives of the U.S. Bureau of Public Roads, R. N. Kellogg, Regional Federal Projects Engineer, Baird M. French, Regional Engineer, (both of Portland) and Clifford Salmen, Division Engineer of Boise; and Representatives of the U.S. Forest Service, Arval Anderson, Floyd Iversen, Charles Tebbe and Howard Jones.

Requests for consideration by the three agencies were made as follows:

1. St. Maries-Avery Road - survey and location of road, petition by Ernest Gaffney, George Moody and Bud Lewis of Benewah County.
2. U.S. 2 in vicinity of Moyie River crossing, petition by W. W. Chubb of Bonners Ferry.
3. S.H. 21 - Oiling from Lowman southerly to end of present BST; improvement of road from Lowman to Stanley by constructing one or more sections; Carey to Boise be placed on U.S. Numbered System - petition by Truman Joiner, Albert Lockett and Allan Merritt of Boise.
4. Lewis & Clark (S.H. 9) improvement, speakers Senator Howard Hechtner of Nez Perce County, Marshall Dana of Portland Chamber of Commerce and Elbert Stellemon of Lewiston.
5. State Highway 34 (especially Wayan-Freedom section), petition by Senator Fred Cooper of Caribou County and delegation from Preston, Blackfoot and Bingham County.
6. Elk City Road (S.H. 14) improvement, petition by George Klein and Joe Montell of Grangeville Chamber of Commerce.
7. Cascade - Big Creek, McCall-Stibnite and Warren Wagon Road improvements, petition by Robert Remaklus, Attorney from Cascade, and representatives of the McCall and Cascade Chambers of Commerce.
8. U.S. 10A, Hope-Clarks Fork improvement, petition by Dr. Stanley and members of Sandpoint Chamber of Commerce, and Glenn Reed, Chairman of Bonner County Board of Commissioners.
9. Certain roads in vicinity of Macks Inn not now on Forest Highway System, speaker Otto Neilson, Fremont County Commissioner.
10. Banks-Garden Valley Road, (completion of) speaker Senator Ted Hoff of Boise County.
11. Trail Creek Road improvement, petition by Robert Glenn, Sun Valley Chamber of Commerce and J. H. Foster of Sun Valley.
12. Mr. Howard Engle of the Lewiston area urged that the Department make more adequate provisions for rest areas and picnic facilities on State Highways.

The public meeting adjourned at 11:30 and the Board, together with the representatives of the Forest Service and the Bureau of Public Roads reconvened at 603 Main Street at 1:00 p.m., at which time the 1959 fiscal year Forest Highway program was agreed upon.



The following were present:

R. C. Rich, Chairman, Board of Highway Directors  
 L. K. Floan, Member, " " " "  
 D. P. Jones, Member, " " " "  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary, Board of Highway Directors  
 N. F. McCoy, Planning Officer, Highway Department  
 R. N. Kellogg, Bureau of Public Roads, Portland  
 B. M. French, Regional Engineer, B.P.R., Portland  
 Clifford R. Salmen, Division Engineer, B.P.R., Boise  
 Arval L. Anderson, U.S. Forest Service, Region 4, Ogden  
 Floyd Iverson, U.S. Forest Service, Regional Forester, Ogden  
 Charles L. Tebbe, U.S. Forest Service, Regional Forester,  
 Region 1, Missoula, Montana  
 Howard Jones, Asst. Regional Forester, Missoula, Montana

The following projects were recommended for approval:

Project No.	Route Description	Length	Route No.	Type	Estimated Cost
5-B3	Clark Fork Highway	1.4	U.S. 10A	Emb. for RR. Reloc.	\$ 235,000
49A	Bitterroot-Big Hole	1.2	-----	Gr.Sf.BST	80,000
52A	Macks Inn-Big Springs	5.0	-----	Base,Sf. Rdmx.	80,000
6-B2,C2, D2,E2, F2	Priest River Rd.	12.8	S.H. 57	Grd.Rl.;Grd. Posts,Over- run	100,000
18	Elk City Highway	4.0 to 6.0*	S.H. 14	Reconst. Sf.BST	500,000
16-A7	Lewis & Clark Hwy; Syringa Cr.-Lowell	7.3	S.H. 9	Reconst. Sf.BST	800,000
24	Banks-Crouch Jct.	7.0*	S.H. 17	Reconst. Sf.BST	500,000
22	Cascade-Warm Lake; Relocate Big. Cr. Summit Section	2.0*	-----	Reconst. Sf.BST	300,000
Total					2,595,000
Location Surveys					150,000
State Contingent					182,000
					<u>\$2,927,000</u>

\*or as far as money will improve route.

Expense Vouchers. The Board approved Expense Vouchers as follows: R. C. Rich, \$129.85; D. P. Jones, \$62.50; and L. K. Floan, \$84.14, all for the months of September and October, 1957.

University of Idaho Cooperative Research Project. Upon the recommendation of the State Highway Engineer, and after discussing the project, the Board approved "a study of land value use, economic effect of highway development in public domain with initial emphasis on Forest Roads" by the University of Idaho Cooperative Research Project.

THEREUPON, the Board adjourned, to convene for their next regularly scheduled meeting on January 20, 21 and 22, 1958. (This meeting date was subsequently changed to January 13, 14 and 15, 1958.)



---

R. C. RICH, Chairman

Boise, Idaho

Read & Approved: January 13, 1958

December 4, 1957

